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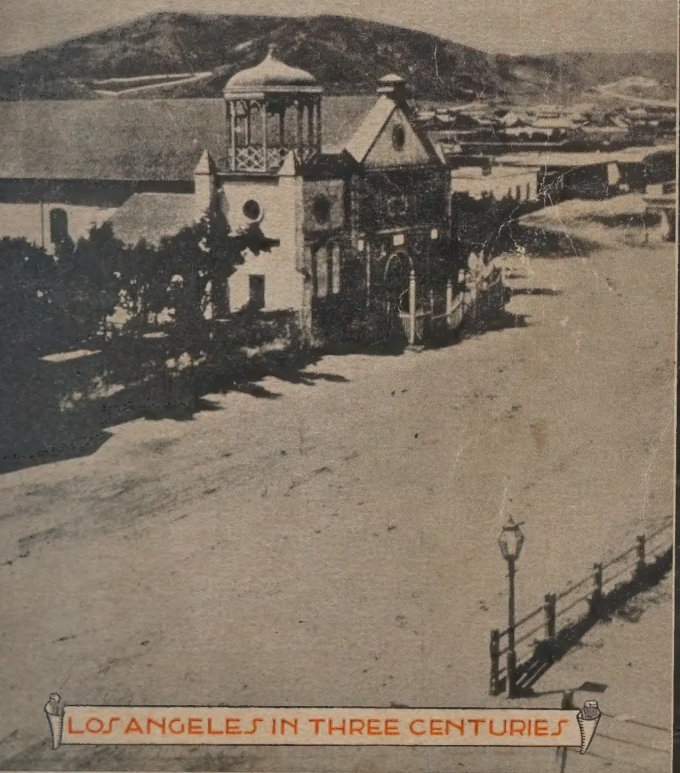

LOS ANGELES IN THREE CENTURIES

LA REINA DE LOS ANGELES

QUEEN OF THE ANGELS! Look at the ancient picture on our cover and imagine, if you can, how some eighty years before its taking, the Governor of the Province of California, a handful of church dignitaries bearing banners, a squad of soldiers armed with flintlocks, and eleven families of footsore, homesick paisanos hacked a little clearing in the sagebrush, greasewood and cactus at that place and called it "Queen of the Angels!" What if they could see it now!

Not an inch of ground upon which falls the shadow of the great white tower in the picture above but could tell a tale of

"LOS ANGELES IN THREE CENTURIES"

LA REINA

Los Angeles in Three Centuries

A VOLUME COMMEMORATING THE FORTIETH ANNIVERSARY OF THE FOUNDING OF THE SECURITY TRUST & SAVINGS BANK OF LOS ANGELES, FEBRUARY 11, 1889

EFFECTIVE AT THE CLOSE OF BUSINESS, MARCH 30, 1929, THE SECURITY TRUST & SAVINGS BANK AND THE LOS ANGELES-FIRST NATIONAL TRUST & SAVINGS BANK CONSOLIDATE TO FORM THE SECURITY-FIRST NATIONAL BANK OF LOS ANGELES.

PUBLISHED BY THE

SECURITY TRUST & SAVINGS BANK

Written by LAURANCE L. HILL, Publicity Manager
Security Trust & Savings Bank

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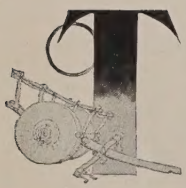
San Gabriel Mission, mother of Los Angeles, from a picture taken nearly a half century ago.

LA REINA

Los Angeles in Three Centuries



TWO MORE years and Los Angeles will be 150 years old. This fact will come as a surprise to many.

The sesquicentennial year begins on September 4, 1931, and before its close Los Angeles will be the scene of the Olympic Games. Never before have these historic athletic contests been held in America.

To those of us who are here now and to those who will come to the Olympiad, Los Angeles may seem a very young city to have been chosen for these very old games. Possibly a more venerable American city should have the honor. The fact that this municipality was founded while Washington and Lafayette were closing in on Cornwallis and will celebrate its one hundred and fiftieth birthday during the sesquicentennial year of the famous surrender at Yorktown, does not dissipate the oft-repeated and generally-held impression that Los Angeles is "the newest city in the world." Even one of America's most reputable publications says that Los Angeles may be "described as a city without a past, and as vehemently up-to-date as the latest extra issue of an evening newspaper."

The reason for all this is not far to seek. Since 1870, with the exception of a single decennial, the population has doubled without fail every ten years. During some decades it has done more than that. After every census, therefore, a very old city finds itself a very young city. Every other person on the street is a new arrival, unacquainted with Los Angeles' past and living very much in the "here and now." Ancestor worship is unknown because those with local ancestors are few and far between. Los Angeles will never be troubled with hardening of the civic arteries. It always has new blood.

Another reason for the youth of this old city is the fact that it was not until about the time Grover Cleveland defeated James G. Blaine for the Presidency that Southern California captured the imagination of the nation. Before that, few people knew much about Los Angeles. Some may have recognized the name as having appeared in the newspapers in connection with the massacre of some Chinamen shortly after the Chicago fire. Just another frontier town working out its law-and-order in its own way!

Senora Clotilda de la Guerra de Sepulveda, representative of the type of Spanish families which owned the great ranchos on which much of Los Angeles is now built.

But by the time Cleveland had offered to restore Queen Liliuokalani to the throne of Hawaii and Coxey's Army had reached Washington a well-known magazine writer predicted that the "twentieth century will not be far advanced when Los Angeles will be the commercial capital of the West." Among his reasons he gave the following:

"If you visit Los Angeles you do not find that everybody is trying to pull every-

Amid the surrounding hustle and bustle of the Anglo-Saxon the atmosphere of Old Spain persists at the Plaza and the Church of Our Lady the Queen of the Angels.

one else down. When a man makes money there the community does not combine to break him or even to demonstrate that his father robbed a church or that his grandmother was sent to the penitentiary for shop-lifting. The Angelenos seem to believe—incredible as it may seem—that a man may grow rich without deserving to be hanged."

But before going further let us look at the background of this young city that is as old as attained American independence, that had been in existence more than a half century when Chicago was incorporated and that celebrated its centennial the same year that Garfield was shot.

Los Angeles in 1853, from official report of railroad survey made to the then Secretary of War, Jefferson Davis. This is the first known sketch of the City.

This picture, taken in the sixties, is the earliest known photograph of the Plaza. The building in its center is the city reservoir. The Carrillo home faces on the south, and the Lugo and Del Valle homes face on the east.

Spain, England and Russia Eye California

ANIMATED by dreams of a far-flung empire to be established on the North American Continent, three European nations laid plans for spreading their civilization over the unexplored regions of its interior. By the middle of the eighteenth century their plans were fairly well advanced and they were proceeding under the banners of church and state to bring them to a happy consummation.

Each eyed the other jealously. Each feared that the other might advance too far into the heart of the continent and menace the holdings of the other.

Earlier in the century France had already given way to England as a colonizing force. There still remained Spain with its fervent missionary spirit, its gospel backed by the sword; and Russia, the Slavic giant.

Russia was moving down from its Northwestern trading posts toward California. The English Colonies on the Atlantic Coast were growing restless under the policy of inertia which the English Parliament had enunciated for them in the Proclamation of 1763. They felt the urge to spread into the Valley of the Ohio River and even farther, perhaps to the banks of the Mississippi. Spain feared the English Colonies might jump the traces any moment, disregard the guiding hand of the Mother Country, and push on for themselves to the very borders of Spain's own Mexico, the brightest jewel in the crown of the Ferdinands.

Menaced by the ambitions of her rivals, Spain felt the need for outposts to ward off the expected blows from north and east. So it came about that Don Jose de Galves caused Louisiana, Texas and California—a vast and uncharted territory—to be established as buffer states. Governor Gaspar de Portola and Father Junipero Serra were commissioned by Galvez to build a new Northwest frontier. They extended it to the mouth of the Sacramento River. Alta California as a Spanish province had its inception with the founding of Mission San Diego de Alcala on July 16th, 1769. Twenty-one missions in all were established, stretching from San Diego to Sonoma. Mission San Gabriel, destined to be the largest and richest of these Franciscan establishments, came into being on September 8, 1771. Ten years later to the week, a procession of soldiers, priests and laymen, headed by Governor De Neve, marched nine miles across the valley from that Mission and founded the Pueblo of Los Angeles.

The carreta was the only vehicle in use in Los Angeles until Temple and Alexander imported a carriage in the middle forties.

The First Caucasian Looks Upon Los Angeles

MOST American cities just happened. Some pioneer, seeking a new homesite, finds wood and water contiguous and available without too great exertion, builds a log hut and settles down. Others, like minded, come one by one and build near the first settler and the seething metropolis of the future presently adopts a name. But Los Angeles started in a very different way; Los Angeles was deliberately founded. A group came in a body and established it.

Its location came about in this fashion, according to Father Crespi, who, with Portola, was trudging along through the cactus and sage and wild mustard toward the north, in search of the much-wanted Monterey Bay. He wrote about it from somewhere in the vicinity of the site of the future Mission San Gabriel in the year 1769. His daily notes run as follows:

"Tuesday, August 1.—This day was one of rest, for the purpose of exploring, and especially to celebrate the jubilee of Our Lady of Los Angeles de Porciuncula. We said mass and the men took communion, performing the obligations to gain the great indulgence. . . . The soldiers went out this afternoon to hunt, and brought an antelope, with which animals this country abounds; they are like wild goats, but have horns rather larger than goats. I tasted the roasted meat, and it was not bad. Today I observed the latitude and it came out for us thirty-four degrees and ten minutes north latitude.

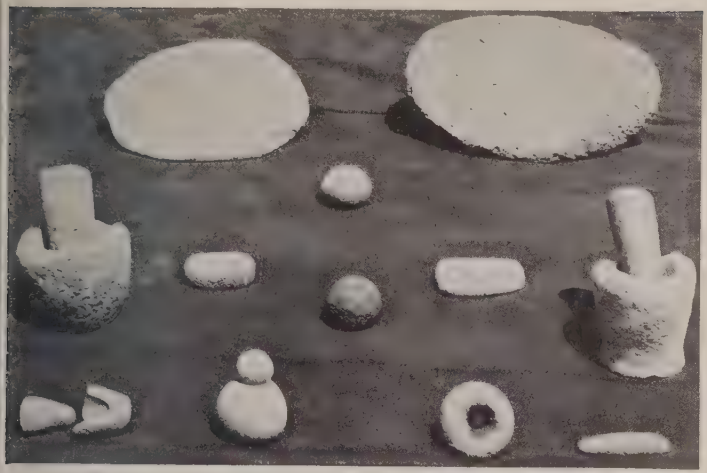
"Wednesday, August 2.—We set out from the valley in the morning and followed the same plain in a westerly direction. After traveling about a league and a half through a pass between low hills, we entered a very spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river from the north-northwest, and then, doubling the point of a steep hill, it went on afterwards to the south. Toward the north-northeast there is another river bed which forms a spacious water course, but we found it dry. This bed unites with that of the river, giving a clear indication of great floods in the rainy season, for we saw that it had many trunks of trees on the banks. We halted not very far from the river, which we

Pio Pico, last Mexican Governor of California.

named Porciuncula. [Los Angeles River. The dry river bed to the north was Arroyo Seco. Camp was probably near juncture of Los Angeles River and North Broadway.] . . . We must have traveled about three leagues today. This plain where the river runs is very extensive. It has good land for planting all kinds of grain and seeds, and is the most suitable site of all that we have seen for a mission, for it has all the requisites for a large settlement. As soon as we arrived, about eight heathen from a good village came to visit us; they live in this delightful place among the trees on the river. They presented us with some baskets of pinole made from seeds of sage and other grasses. Their chief brought some strings of beads made of shells, and they threw us three handfuls of them. Some of the old men were smoking pipes. We gave them tobacco and glass beads, and they went away.

Don Antonio Coronel, Mayor in 1853. Cannon and sword belonged to Father Serra.

"Thursday, August 3.—At half-past six we left the camp and forded the Porciuncula River. After crossing the river we entered a large vineyard of wild grapes and an infinity of rose bushes in full bloom. All the soil is black and loamy, and is capable of producing every kind of grain and fruit which may be planted. We went west, continually over good land well covered with grass. After traveling about half a league we came to the village of this region, the people of which, on seeing us, came out into the road. As they drew near us they began to howl like wolves; they greeted us and wished to give us seeds, but as we had nothing at hand in which to carry them, we did not accept them. . . ."



Malcajetes and metates left by the Yang-na Indians.

The Indians Called Los Angeles "Yang-na"

ALTHOUGH Father Crespi does not record the fact, he probably was told by the Indians that their village was called Yang-na. It centered somewhere near the corner of Commercial and Alameda Streets. It was one of 25 or 30 aboriginal villages scattered over Los Angeles County and contained in the neighborhood of 300 inhabitants. If Crespi had been a trained ethnologist he would have noted that the general cast of their features was more Asiatic than Indian. Rather than the distinctively American Indian, they resembled the Alaskan and Aleutian tribes which crossed from Asia when that continent and North America joined. As human beings they were not much removed from the animal plane. The men went entirely naked. It is probable that they were in the same wild state two centuries before when Juan Rodriguez Cabrillo, the Christopher Columbus of California, landed at San Pedro Harbor to obtain water and found the Indians engaged in a great rabbit drive. Portola and Crespi with their band of 62 persons were the first since Cabrillo to look upon Southern California.

The Pueblo of Los Angeles was to differ as much from Yang-na as the modern city does from the original Spanish settlement. And eventually it was to be as completely obliterated. No trace of either Yang-na or the original Pueblo is to be found today. Only the early handiwork of the "Gringo" remains.

Felipe De Neve Adopts the Pueblo Plan of Colonization

SPAIN had adopted the old plaza plan, long used in European colonies. It consisted of a common square, each house, with its lot, facing upon it, cultivated lands and pastures beyond. This plan afforded protection and sociability and was in use in both North and South America.

The king located his settlers as he chose. The land belonged to the king. The settler raised only that which he was permitted to raise. He also belonged to the king. It was feudalism, pure and simple. If he, for any reason, failed to work his land, he was deported.

Felipe De Neve was a man of ability, force and foresight, second only to Junipero Serra, so it was said, who worked earnestly for the upbuilding of California. In February 1777 he took the reins as Governor of the Province.

California as a province had been in existence eight years, and eight of the 21 missions had been established. Its capital was Monterey. Vessels from San Blas, Mexico, brought the necessary supplies to support soldier and priest. But De Neve

had in mind the bringing of actual settlers, to cultivate the soil, to build up the pueblos, and to afford protection to the government and the missions.

He had laid the plan before the Viceroy and upon arrival he proceeded to select sites for the pueblos. He also planned for three more missions, one of which was to be provided with a presidio, to be located on the Santa Barbara Channel. San Buena Ventura was one of these, Santa Barbara another, and the third was Purisima (near Point Conception).

San Jose, on the Rio Guadalupe near Santa Clara Mission, was the first pueblo established. Fourteen families formed its population, and November 1777 was the date of its founding.

On the Rio Porciuncula, in 1781, was founded the pueblo of Los Angeles, near Mission San Gabriel and on the fertile spot beloved by Father Crespi. However, it was done only after De Croix, Commandant General of the Northwestern Provinces of Mexico, had recommended the idea to Galves, who sent it with his approval to Carlos the Third, King of Spain. When the plan had received the royal sanction it was returned in the form of an imperial regulation, with commendation for De Neve.

De Neve Develops New Ideas for Los Angeles

THE San Jose experiment in pueblo building was not an altogether happy one. The heads of families were mostly ex-soldiers, who did not take kindly to the idea of working to support their wives and offspring.

De Neve therefore decided to experiment in a different direction in recruiting citizens for the new pueblo of the south, and planned thoughtfully. There seemed no good reason why his elaborate, yet simple and common-sense program should not have worked out perfectly.

It called for 24 families from the farming element; strong, healthy, and of good character and regular habits—fit as examples for the natives. They must remain for at least ten years. Among them must be some skilled in the use of blacksmithing and carpenter tools, and some capable as masons. For men with these few, simple requirements, liberal offers were made.

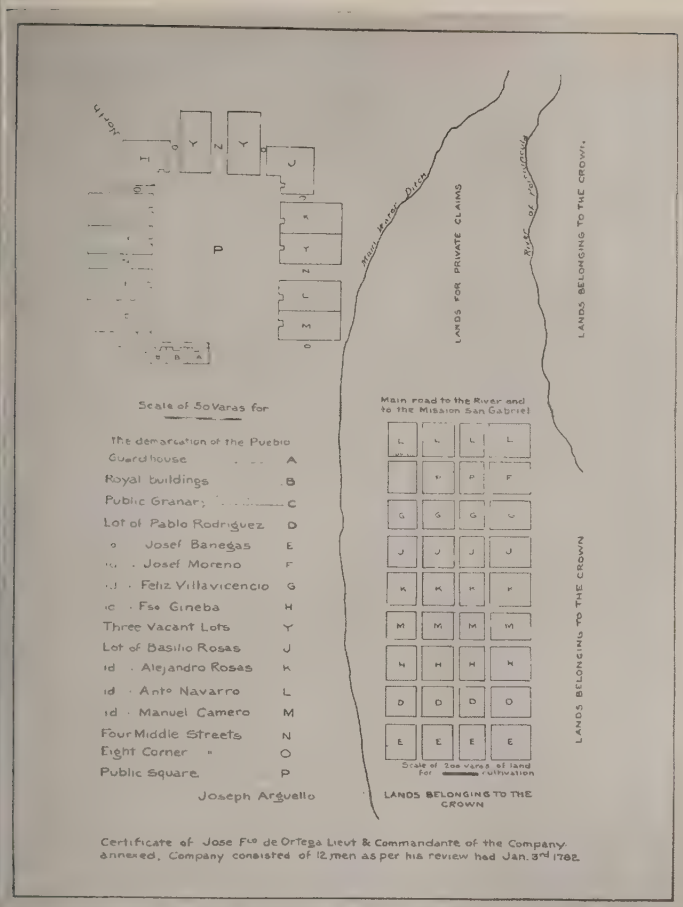
As much land as he could conveniently work was to be given each farmer, and it was actually his to use during his life and to pass on to his children at his death, but not to mortgage or sell. A total of $116.50 was allowed each farmer per year for two years, and $60 for each of the three following years; not in cash, but in useful goods and supplies, and at cost.

In addition to this, each settler was entitled to two horses, two mares, two cows and a calf, a pair each of sheep and goats, a mule and a yoke of work steers. Of tools, he was to have a plow-point, a spade, axe, hoe, sickle, a musket and a leather shield. For the community at large were to be provided breeding animals, a blacksmithing outfit, crowbars, spades, woodworking tools, etc., at cost; to be paid for at the end of five years in farm products, cattle and horses at market prices, for army use.

The land-plotting plan was extremely simple. Four leagues, or 36 square miles, constituted the pueblo. This was centered about a plaza 275 feet one way by 180 the other. Building lots of 55-foot frontage faced the plaza. Each settler was permitted to cultivate two seven-acre tracts outside the residential district; in addition, he had free range for his stock on pueblo lands lying beyond.

All this planning by De Neve was done with care, and apparently with an honest and sincere desire to be both liberal and just. It should have succeeded, so it looks to us at this time, and doubtless would have, but for two reasons: his settlers were not of the right material for pioneers, and there were not enough available. It was a failure. Only 12 families could be secured in Mexico, instead of the 24 desired; and none of them measured up to the standard requisite in such an ambitious undertaking. Lieutenant Jose Zuniga arrived in San Gabriel with the first personally conducted overland excursion. It consisted of only 11 families, the other one having been mysteriously lost en route. Another outfit, packing supplies and driving stock via a different route, was wiped out by Indians.

But De Neve was undaunted. Notwithstanding the misfortunes and disappointments, he cleared the plaza and homesites of cactus and chaparral, staked out the pueblo, and made a gay and festive attempt to erect an adequate and suitable ceremonial arbor. But it was all rather pathetic.


Main road to the River and to the Mission San Gabriel
LANDS FOR PRIVATE CLAIMS
LANDS BELONGING TO THE CROWN.
LANDS BELONGING TO THE CROWN
LANDS BELONGING TO THE CROWN
Scale of 50 Varas for
The demarcation of the Pueblo
Guardhouse A
Royal buildings B
Public Granary C
Lot of Pablo Rodriguez D
Josef Banegas E
Josef Moreno F
Feliz Villavicencio G
Fse Gineba H
Three Vacant Lots Y
Lot of Basilio Rosas J
Alejandro Rosas K
Antº Navarro L
Manuel Camero M
Four Middle Streets N
Eight Corner O
Public Square P
Joseph Arguello
Scale of 200 varas of land for cultivation
Certificate of Jose Fco de Ortega Lieut & Commandante of the Company annexed. Company consisted of 12 men as per his review had Jan. 3rd 1782.

Original plan of the Pueblo (from Bancroft.). The lots around the Plaza are the homes of the first settlers. The lots between the river and the ditch are the cultivated lands of the settlers.

The City Is Founded, September 4th, 1781

EL PUEBLO de Nuestra Senora la Reina de Los Angeles was the long and musical name which, on the 4th of September, 1781, was given this attempt at a city, with a population of 11 half-hearted, probably footsore and doubtless homesick families, one thousand miles from nowhere.

As before mentioned, the march of nine miles from San Gabriel Mission was one of pomp and circumstance, and we shall now quote from Mrs. A. S. C. Forbes, to get at some of the heart-touching details:

"First came Sergeant Jose Anton Navarre or Navarro, carrying the image of Our Lady of the Angels, followed by Corporal Jose Vanegas with the Holy Cross and Private Luis Quintero bearing aloft the banner of Spain.

"Then came Governor De Neve and Fathers Crusado and Sanchez, attended by Indian acolytes. Guards, friends and settlers followed in slow procession. Circling the plaza and approaching the arbor, where an altar had been prepared, mass was

When Pio Pico built the Pico House in 1869 it was the finest hotel in the Southwest. It was the terminus of the Banning stages which ran to Wilmington.

said. Governor De Neve addressed the little company and closed the ceremony of founding El Pueblo de Nuestra Senora la Reina de Los Angeles by ordering the house lots assigned to each of the settlers. A guard was then stationed and camp made for the night."

And thus came into being *a* great American city, destined, as many predict, to be *the* great American city. Whatever the outcome, its start is a matter of record. Its origin is not shrouded in mystery. "It did not just happen." It was deliberately planned, and upon the 4th day of September, 1931, it will have seen its first 150 years.

The names of its first land-owners are known, and the location of their possessions; for in the Bancroft Library is a map showing all this.

The Courthouse in 1869. It stood on the site of the new City Hall. Erected first by Don Juan Temple as a market and meeting hall.

Plaza, Church of Our Lady of the Angels, and Sonora Town in 1869. The cover design of this book is taken from this picture.

Present Plaza and Original Plaza Touch Only at One Point

THERE is no trace of the buildings erected by the original colonists or of their lot stakes, so nothing remains today to show exactly where the homes stood. However, it is generally believed that one corner of the plaza was anchored across Sunset Boulevard from the Church of Our Lady of the Angels, that its boundary continued along the east side of North Main Street to the line of Bellevue, thence across to New High, south to Sunset, and thence back to the point of anchorage. When North Main was cut through it is said to have gone directly through the old guard-house of the Pueblo site. The old and new plazas thus touch only at one point, the northwest corner of the present Plaza.

According to De Neve's "Instruction para la Fundacion de los Angeles," the old plaza lay square with the compass, with streets all running square with the plaza; so that "no street would be swept by the wind," as the matter was put. House-lots faced the plaza on the north, west and south; the east side being given over to public buildings—a town hall, granary and a guard-house.

A cattle-proof adobe wall was built about the whole pueblo, and the lands outside the house-lots were cut up into planting fields. Then came pasture lands, beyond which were commons, leased lands and royal lands; revenue from the last two going into the pueblo treasury.

A Corporal Takes the Governor's Place

HONORS and promotions came to De Neve in the remaining two short years of his life. He was made Inspector-General, then Governor General de Provincias Internos, and the cross of the Order of San Carlos was conferred upon him. In the same year, 1784, also passed Father Junipero Serra, whose memory is cherished by a world growing in appreciation and is kept fresh by John S. McGroarty's Mission Play which goes on year after year under the shadow of old Mission San Gabriel. The double blow was a terrible one for the young and hesitating Province of California. No pueblo felt the need of their guiding hands more than Los Angeles. But for the genius of Corporal Vincente Felix, and his little band of soldiers, the community would have been in direful straits. The versatile corporal was the government. Even after an alcalde had been appointed in 1788 he continued as judge, jury and high executioner, not to mention business manager. Before his death, the Governor had conferred upon Felix the title of "Comisinado," and Felix upheld the dignity of the state, and maintained his guard-house as a going institution, through the administrations of seven alcaldes.

The "Garden of Memories," a city park faced by historic San Fernando Mission. Statue of Father Junipero Serra and original Mission fountain.

The Pueblo Takes Its First Steps

NINE miles is quite a distance to go to attend church, but until the building of a chapel in 1784, the only house of worship for Los Angeles was at San Gabriel. The establishment of this chapel was a symptom of local self-respect, as was also the expulsion of four families as "useless to the community or themselves," notwithstanding the loss of these families cruelly reduced the census.

However, in 1785 came Jose Francisco Sinova, a Californian of some years standing; also Juan Jose Dominguez, a Spaniard. Also, two minors became of age. Governor Fages granted Dominguez a huge tract of land between the pueblo and the coast, much of which remains in possession of his descendants to this day.

To other old comrades in arms, and friends, Governor Fages granted with lavish hand vast tracts of land round about the new pueblo, with the vague understanding that they would stock these lands and do some cultivating. Each of these tracts was so vast that it took all the time of its owner to ride in lordly fashion about its uncertain boundaries. His half-wild vaqueros in sombrero and spurs, after a fashion, kept tab on the half-wild cattle which lost themselves in each broad domain. There was little cultivating done. Outside of peppers of the red-hot varieties, nothing else was needed.

To Jose Maria Verdugo was given the great Rancho San Rafael, its broad expanse now studded with palatial homes, factories and sky-scrapers, and lying within the boundaries of Los Angeles, Glendale and Burbank. Another principality, "extending from the sea to the hills," and lying between the Santa Ana and the San Gabriel Rivers, went to Manuel Nieto. Rancho Santiago de Santa Ana, on the east side of the Santa Ana River, was granted to Antonio Yorba as late as 1810. To Francisco Reyes was given the Encino Rancho, which took in most of the San Fernando Valley, and was taken from him and given in 1797 to the San Fernando Mission. It was not until the sixties and seventies that titles to these lands were made good by United States patents. Some of the patents were signed by the immortal Lincoln. After the decline in the stock industry, the lands were gradually broken up into smaller tracts and sold to people who proceeded to put them to work supporting millions.

And yet, to one with the understanding heart, the days of romance and care-free existence were indeed well worth living.

But, within the Pueblo, De Neve's wise provisions as to land ownership still held good, and were not affected by Fages' free-handed system. It had been made a rule that a good adobe house should adorn each lot within three years, and that chickens and growing crops should be found upon each farm within four years. Governor Fages, through Jose Arguello, presented each of nine families with deeds to their homes in 1786.

Twenty-eight families, numbering 139 souls, made up the population in the year 1790. The Pueblo had nearly tripled in strength in nine years. The list of Who's Who revealed the names of Verdugo, Sepulveda, Lugo, Ruez, Pico, Garcia, Figueroa and others which have become household names. In a productive way things were looking up. Only the San Gabriel Mission raised more grain than the lands of the Pueblo, and the cattle of the community numbered 12,500 head.

By 1800, production had increased so far beyond local needs that a project to export 3400 bushels of wheat a year to San Blas, Mexico, was started. When one remembers that De Neve founded Los Angeles for the particular purpose of making importations from San Blas unnecessary, the significance of the project is apparent.

The Pueblo at the close of the century found itself with 70 families, 315 people and 30 small adobe houses either grouped about the Plaza or clustered nearby. The hunger for sociability in a new, strange country and the necessity of protection from thieving Indians naturally made for a close-built community. Huddled together there in their thatched adobes under the bright California sun, with all nature inviting them to come afield, they lived in "splendid isolation" from the world of Washington, Robespierre, Goethe and James Watt. What mattered it that mail came only once a month from Mexico, when none could read or write? What mattered it if the King of Spain would allow no foreign vessel to visit the coast? Did not the Spanish ships from Mexico bring in all the clothing they needed and did not they have enough to eat from their own fields and pastures? And as for a school, why bother about it? Were not the padres educated?

Such was Los Angeles when Jefferson finally drove the Federalists from power, and Napoleon returned alone from his Egyptian campaign. St. Louis was still an outpost of the French fur traders. Fort Dearborn was yet to be captured by the British and recaptured before the American city of Chicago was to be built up around it. Washington, D. C., remained unincorporated, Philadelphia still being the capital of the nation. Cleveland, Indianapolis, Wilmington, Memphis, Minneapolis, Tampa, Kansas City, Seattle, Houston and Omaha had not come into existence.

St. Vincent's College, now Loyola University, used to stand at Sixth and Broadway and had the whole block to Seventh Street and to Hill Street as a campus.

Los Angeles Harbor as the American pioneers knew it. Now not even Dead Man's Island remains.

A Yankee Ship Drops Anchor

AND except for one small intrusion, such was Los Angeles when Jefferson had been succeeded by Madison in the Presidency, and Napoleon had broken up the Holy Roman Empire and saw the continent at his feet. For by 1810 Los Angeles had made a gain of only 50 in population, its crop totals were stationary and its herds were reduced. The intrusion referred to had no immediate effect, but it was important nevertheless. As might be suspected, the intruder was an American. In 1805, the good ship Lelia Byrd, with Captain Shaler in command, sailed into San Pedro Harbor on a return trip from the Hawaiian Islands to Boston. He had been directed there by the Indians of Avalon, where he had stopped in quest of fresh meat. He readily obtained what he wanted at San Pedro in exchange for Yankee-manufactured goods. A half a century later Commodore Perry was to open Japan to the trade of the world. Captain Shaler did the same great service at the beginning of the nineteenth century for California, for after his return to New England, the Yankee brigs and ships from other nations called regularly at San Pedro, first in quest of otter skins and later for hides and tallow. This trade during the remainder of the Spanish period, or until 1821, of course, was contraband, but during the Mexican period it was legal.

The illegal trade with the Yankee skippers was made possible by the ever-growing weakness of Spain in America. The Napoleonic Wars kept Spain so busy that she had little time to think of her Western colonies, and when King Fernando

St. Athanasius Episcopal Church, first Protestant house of worship, was erected in 1864 and stood on southwest corner of Temple and New High Streets.

finally got his throne back from Joseph Bonaparte, he found the colonial empire tottering. By 1810 the rebellion in Mexico was well started; by 1815 it had spread to South America, and by 1821 Spain found herself left with only Cuba and a few small islands in all the New World.

During the revolt, Spain had the sympathy of California. But the Mother Country could not reward her colony for its loyalty with so much as salaries for the officials, the soldiery or the priests. She, in fact, was powerless even to sail her ships on the Pacific. If it had not been for the contraband trade, California might not have maintained her economic existence. As it was, her capital, Monterey, was destroyed, the great Ortego Rancho was raided, and Mission San Juan Capistrano was ransacked by a Buenos Aires privateer which considered the loyal colony rightful prey. It was in the month of March, 1822, that word finally came from Mexico telling of Spain's relinquishment of her Western possessions. A new oath of allegiance to Mexico was taken without delay and a new flag was raised over the Plaza at the Pueblo of Los Angeles. No one objected.

"Don Abel's Palacio," as it was known, stood where the Baker Block now stands; and as its name indicates, was an elegant affair."

The first theater, the Merced, was opened in 1870, next door to the Pico House which was built in 1869. Adjoining the theater is the first Temple erected by the Masons.

A Yankee Pirate Becomes a "First Citizen"

THE Buenos Aires raider, in an attack upon the Ortego Rancho near Santa Barbara, lost one of its swashbuckling crew, and a very good man he turned out to be. Don Ortego, assisted by Don Lugo and their vaqueros, neatly bagged the scamp as he leaped from a boat, cutlass in hand, bent upon loot. He was taken down the coast to Los Angeles and proved to be Joseph Chapman, a Yankee shipbuilder, who had been shanghaied at Honolulu.

As men of his skill were very much needed, he was put on probation, also put to work in charge of a squad getting out lumber at "Church Canyon," back of Mount Wilson. Finishing his period of probation, with Yankee adaptability, he became a good Californian, won and married Guadalupe Ortego, and settled down upon a big rancho near San Gabriel. Here, with his children about him, he was discovered by Jedediah Smith in 1826, first of the English tongue to locate in California.

Chapman served his captors well, and died among the people who loved and respected him. The first water-run grist mill in California, built for Father Zalvidea, was his handiwork. He also built a schooner for the padres, to be used by them in their otter hunting. But his most notable achievement was the construction of the old Plaza Church, standing today—Church of Our Lady the Queen of the Angels.

Facsimile of first survey of City made in 1849 by General E. O. C. Ord.

The Coming—Likewise the Going, of Jedediah Smith

IT WAS a case of touch and go with Jedediah Smith, a young New Englander and first overlander. He left at the insistent invitation of Governor Echeandia. He led an outfit of trappers over the Rocky Mountains and across the untrodden sands of the great American desert; a tremendous pioneering undertaking. The Californians believed that region an impassible barrier to invasion; consequently they felt that Smith's successful effort marked the beginning of the end of the fortress which had protected them. Smith's persistence disturbed them. Notwithstanding he had been ordered out of the country, he was back the next year. Considering the extent to which Echeandia's feelings were outraged, the Governor's reaction was mild indeed; he required the sea captains at Monterey to give bond that Smith should depart once more and permanently. However, when Indians killed him, at the age of 33, he was again on his way West.

But the Californians had cut out for themselves a strenuous and never-ending task, if they were to keep the Gringo out. Shortly after Smith's second visit, six Kentucky trappers, under the leadership of Sylvester and James Pattie, father and son, came armed with passports. The exasperated Governor tore up the papers and jailed the eight offenders in San Diego. The elder Pattie died in prison, but the others eventually were liberated, partly in appreciation of the fact that the younger Pattie stamped out a smallpox epidemic by vaccination.

Like Joseph Chapman before them, three of Pattie's men filtered into the life of Los Angeles and prospered. The Sepulveda family took one in as a son-in-law. This man, Pryor, developed a large orchard and vineyard stretching from First to Commercial Streets and from Alameda Street to the river. Early American social life centered about his hacienda, and he was elected a rigidor or councilman. Another, named Laughlin, planted a vineyard adjoining, and Furguson, the third, carpenter by trade, opened a store near the Plaza.

DON ABEL STEARNS DONA ARCADIA BANDINI-STEARNS

"Haughty Spanish families graciously accepted these enterprising young Anglo-Saxons as sons-in-law."

The Day of the Yankee Dons

CONSIDERING the hardships endured, the rate at which permanent American settlers arrived at the Pueblo during the next 15 years was remarkable. Neither a trip overland nor around the Horn was to be taken lightly, and the arrival of one per year was not at a discouraging rate from the standpoint of the American element, nor was it rapid enough to alarm the natives. The requirements of residence were simple. One had to become a Mexican citizen and a church member. None balked at this. Former governmental allegiance and religious affiliations were shuffled off over night. Catholic converts blossomed from Presbyterian and Puritan stock.

But this was only the beginning. Haughty Spanish families graciously accepted these enterprising young Anglo-Saxons as sons-in-law. John (Don Juan) Temple came from Reading, Massachusetts, and married Rafaela Coto, descendant of Don Manuel Nieto. The beautiful Arcadia Bandini became the bride of Abel Stearns, from Salem, Massachusetts.

The stirring California careers of these two products of New England fairly bristle with historic interest. While loyal to the land of their adoption, they retained their Yankee characteristics, winning and keeping the good-will of both native and immigrant. They were forceful, energetic and progressive men. They both prospered exceedingly. Where now stands the Federal Building, Temple opened the first general store in the Pueblo, in front of which he planted pepper trees. He took up building and ranching, developing stock and farm interests overshadowing anything else in the Southland. The first market in the city was his; standing on the site of the new City Hall, and later becoming the courthouse. The venerable landmark, known as the Temple Block, lately demolished, was built by himself and brother. This was the first office building.

Temple's marriage put him in possession of the far-spreading Los Cerritos Rancho, upon which now stands a part of Long Beach. He made huge investments below the line in Mexico, and took time in his busy life to see a bit of Europe with his wife in the year 1858.

Next to Los Cerritos Rancho lay Los Alamitos, over which Long Beach has also spread. It was owned by Don Abel Stearns, who, as-before-mentioned, was likewise married to a beautiful Spanish girl, and thereby came into much wealth. Stearns' adobe hacienda, standing on this rancho, is now occupied by Fred Bixby. "Don Abel's Palacio," as it was known, stood where the Baker Block now stands,

DON JUAN TEMPLE DONA RAFAELA COTA-TEMPLE

"John Temple came from Reading, Mass., and married Senorita Rafaela Cota, descendant of Don Manuel Nieto."

and, as its name indicates, was an elegant affair. He had run a general merchandise store on the site previously, and, like everything he had a hand in, it prospered. He invested in going concerns in all directions, and accumulated vast landed estates. The first gold received from California at the United States Mint at Philadelphia was shipped in 1843 by Don Abel Stearns, from nuggets dug in Placerita Canyon, above the San Fernando Mission. This find antedated Marshall's famous discovery at Sutter's Mill by some six years. Stearns took the nuggets in over his counter in exchange for merchandise. He was a member of the first State Constitutional Convention, after California was taken over by the United States. He served as city councilman, state assemblyman, and county supervisor. During the Mexican War he remained neutral, as did his fellow Yankee exiles.

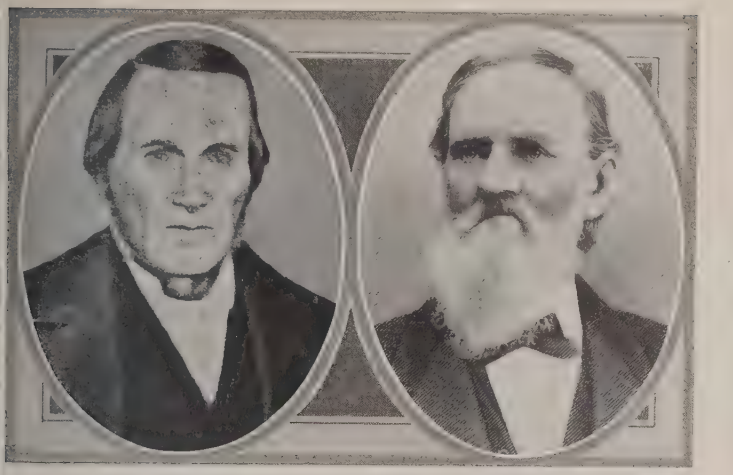
Some 40 foreigners had drifted into the Pueblo during the late twenties and the thirties. About 30 of these were Americans. Several were from the crew of the brig Danube, which came to grief in 1828, having been wrecked at San Pedro.

AGUSTIN OLVERA PABLO DE LA GUERRA JOAQUIN CARRILLO

Don Olvera was the first judge of the Superior Court of Los Angeles County. Many of the judiciary of the early American period, such as Dons de la Guerra and Carrillo, were Spanish.

West Hollywood was the scene of the capture of Tiburcio Vasquez by Sheriff Rowland in 1875. This picture of the notorious bandit who terrorized California for a decade, was taken the day before his execution. Schools closed so that pupils could see Vasquez in his cell.

Samuel Prentiss, of Rhode Island, was one of these. He took to hunting otter at Catalina Island. Another of the crew, John Groningen, was known to the natives as "Juan Domingo" because they could not get the German twist of his name. He promptly became a member by marriage of the Feliz family, bought from the Pueblo the site of the Yang-nas, threw the remaining aborigines out, and planted their land to grapevines. The time was ripe for such a change, as the Indians, none too good at the start, had steadily declined in moral rectitude since civilization had settled in their midst. Two enterprising Frenchmen, Louis Bouchette and Jean Vignes, followed his example as to planting. Bouchette put in a vineyard on Macy Street, and Vignes, one on Aliso. The latter, running clear to the river, became a famous social gathering place for the community. Vignes brought from San Gabriel Mission the first orange trees set out in the city.



WILLIAM WOLFSKILL JONATHAN T. WARNER

Great pioneers arriving in 1831. Wolfskill first shipped oranges commercially and Warner, first among local people, advocated the building of a transcontinental railroad.

Wolfskill and Warner Win Way Westward

BY THE man-killing overland route through Santa Fe came in 1831 two Americans, who did quite a bit to furnish raw material for future historians. Jonathan (Juan Jose) Warner was one and William Wolfskill was the other. Warner was a Connecticut Yankee, consequently a manufacturer and trader. He married into the Pico family. Wolfskill, a trapper, hailed from Kentucky and married into the Lugo family. The land about where now stands the Arcade depot looked good to him, so in '41 he experimentally planted two acres of orange trees there. Some 20 years later, he had 100 acres in full bearing, and became known as the father of the orange industry, having made the first commercial shipment. Wolfskill's activities were unique otherwise. While leading a band of trappers, he had penetrated the San Joaquin Valley, and traded bright serapes and fresados to the Indians for beaver skins. Other articles he also exchanged with the rancheros for mules. The latter were used in packing back over the trail to Santa Fe, where, because of their size, they amazed the inhabitants. This was before locating in Los Angeles. Now developed a trade, carried on by the use of pack-trains, which went east laden with oriental silks imported by Los Angeles merchants and returned with woolen goods of New Mexican manufacture.

Don Juan Warner commenced a long and useful career by planting an orange orchard at what is now Sixth and Main Streets. He acquired a large tract of land in San Diego County at the base of Palomar Mountain, where he lived much of his time. While there he fought Indians and won the title of Colonel. Warner's Ranch was the objective of travel coming over the desert from Yuma, and was on the route of a transcontinental stage line. Its hot springs are famous, and the great Henshaw Reservoir, storing the waters of the San Luis Rey River, and serving a small empire, are located on it. As early as 1840 he lectured in his native state, Connecticut, upon the glories of California, and advocated a transcontinental railroad. Jefferson Davis, Secretary of War, took up the idea in course of time and had a survey made, the results of which are told in an elaborately illustrated book published by the Government in 1853. Warner led the movement for a free reading room. This was in 1859. The year 1883 found him at the head of the Historical Society of Southern California which he founded. His early history of this region is much prized.

The old Temple Block at the height of its glory. Nadeau Hotel, under construction, in distance.

A Scotchman Marries an Indian Princess

PROBABLY because of the historical material right at hand, and more accumulating rapidly, Southern California has developed many historians, and inspired others gifted with the faculty of observation to write of their impressions. Hugo Reid, a Scotchman, went into merchandising upon his arrival in 1834, took to wife Victoria, daughter of the chief of the Gabrielenos Indians, and a product of the San Gabriel Mission's efforts to civilize the native. Reid thereby came into possession of the vast Rancho Santa Anita, later made famous by its owner, "Lucky" Baldwin. In 1843 we find him living as encargado de justicia at San Gabriel. In 1846—the last year of Mexican government—William Workman and he were granted the huge estate of Mission San Gabriel, as payment for services rendered the government. After the signing of the Treaty of Cahuenga, General Fremont learned that at the Mission had been manufactured all the powder used against the Americans, whereupon he ousted Reid. The latter had disposed of the Santa Anita Rancho just before the surrender.

Apparently unembittered by his experiences, Reid set about rendering loyal support to the new government, and served as a member of the State Constitutional Convention which petitioned Congress for admission of California to the Union. However, his outstanding work was the writing of a series of articles in 1852 for the Los Angeles Star, the first newspaper, describing in detail the language, government, religion, food, raiment, medicine, customs, sports, traditions, legends, missionary life, etc., of the Indians of the then far-spreading Los Angeles County. Through him we see the Indian as he lived day by day, and we come to know him intimately.

Reid took advantage of his prosperity to travel extensively abroad, but he was loyal to his Indians, and especially to his wife and family. It is told of him that, upon returning from an Oriental trip, he brought silks and richly embroidered shawls to his Victoria, and even diamonds and strings of pearls to adorn her dusky person. Still the Indian, this woman squatted upon the ground, while she ordered her servants about and instructed her children. A private tutor taught them English and French.

The Famous Workman-Rowland Party

DRIVING cattle and sheep across the blistering deserts, came a group of some 25 in November of 1841 and went into camp at San Gabriel. It was a mixed party. Three were scientists, half were bent upon settling, and the rest were just adventurers. They were led by John Rowland and William Workman, Taos miners. They arrived under a cloud of suspicion that they were political meddlers. However, they proceeded to so square themselves with the Mexican Government that, within four years, the two leaders, Rowland and Workman, were granted a tract of 48,000 acres, known as La Puente Rancho, since made famous for its oil and amazing fertility.

With the party came David W. Alexander, an Irishman, who tried ranching near San Bernardino and is said to have paid 37 cents per acre for the land upon which now stands the city of Burbank, with its throbbing factories and motion picture studios. Don Juan Temple and he carried on a forwarding business at San Pedro. He took part in the battle of Chino and was captured by the Mexicans. After the war, he served as Collector of the Port and as a member of the first City Council under the American regime. He and Temple introduced the first four-wheeled vehicle, taking the public by storm thereby. The stage line inaugurated in 1852, running from San Pedro to the city, was owned by Alexander and Phineas Banning.

"Don Benito" Wilson Gives a Mountain a Name

"DON BENITO" WILSON was also a member of the Rowland-Workman party. If all is true that is told of him, he bore a charmed life. A bear nearly cut off his career in its early bud, and the Mojave Indians shot a poisoned arrow-head into his person, which remained there the balance of his eventful days. In the revolution against Micheltorena he commanded a company under Andres Pico and Jose Castro. He organized a force and went to the rescue of Lieutenant Gillespie, when the Mexican populace revolted against that American officer in 1846, but was captured at Chino. A convention at Santa Barbara in 1850 petitioned Congress to grant Southern California separation from Northern California, and make the former a territory. Wilson participated actively in that convention. Daniel Webster

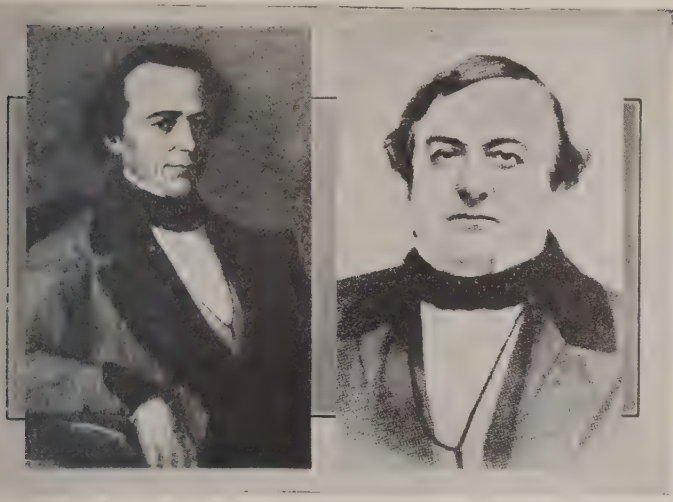
HAUPTSTRASSE IN LOS ANGELES.

The best book on Los Angeles during the seventies was written in German and published in Prague. This is one of the illustrations in it, showing Main Street looking north from just below First Street.

Old Turnverein Hall on west side of Spring Street, between Second and Third Streets, about 1875. Here the first professional American theatrical companies appeared.

appointed him United States Indian Agent. Upon land bought from the wife of Hugo Reid, he built a winery and a home, the latter remaining standing in the heart of Pasadena until within a few years. An undivided interest in San Pasqual, the great rancho on which Pasadena was built, became his, with Dr. John S. Griffin as partner. They brought Arroyo Seco water from Devil's Gate onto their lands in an open ditch. Laying out the town of Alhambra was his work. Among the various things he did before the close of his busy life in 1878, was serving the City of Los Angeles as Mayor and his State as Senator at Sacramento. In 1843 he bought the Jurupa Rancho for $1,000. The City of Riverside now occupies this historic ground. His wife was Ramona Yorba, whom he married soon after landing in California. Mount Wilson is named for this noted and useful pioneer.

"Out at Second and Spring Streets stood the City's first public school." The teacher shown in this picture is Miss Louisa Hayes, first educator hired by Los Angeles.



EMANUEL MICHELTORENA JUAN BAUTISTA ALVARADO

Governors of California immediately preceding Pio Pico. The latter drove Micheltorena from office. Alvarado was one of the few Mexican Governors who served his full term

Rebellion! Los Angeles or Los Diablos?

IT WILL be remembered that there have been two periods mentioned to date—the Spanish, of which Chapman was the only American witness, and the Mexican. The group of American pioneers, whom we have considered one by one, found a Pueblo of some 1200, a mixed population, though largely Mexican. It was the largest city in California. However, the census was not particularly a matter of pride to those who were wise and honest—there were too many within the city who were away from their Mother Country for the country's good. It is told that Mexico, in her zeal to build up and populate her province, robbed both the graves and the gallows. A single shipment consisted entirely of orphans from the asylums of the Mexican capital; an entire shipload dropped like stray kittens at the Pueblo gates.

Revolutions, too, came thick, fast and furious. Some of them, it was true, were devoid of bloodshed, but nevertheless were pestiferous. Quickly changing official heads kept the populace stirred up constantly. Enough energy was wasted in chasing one another hither and yon to have started Los Angeles on its way as the world's greatest city long before its time. During the 25 years of Mexican occupancy, there were eight regularly appointed governors and six self-starters, 14 in all. Only one of these failed to have a revolution or two during his term of office. As most of the trouble-breeders resided in Los Angeles, it may be understood why Governor Juan Bautista Alvarado found most of his letters from Cosme Pena, prefect of the southern district, dated at "Los Diablos."

Naturally, both Monterey and Los Angeles were hot rivals. Each thought itself entitled to the seat of government. Los Angeles did have it for a while. It was located in an adobe, where now stands the St. Charles Hotel, at 314 North Main Street. Governor Manuel Victoria at one time undertook to expel from the country Don Abel Stearns and Jose Antonio Carrillo, the latter being the great-grandfather of Leo Carrillo, the eminent actor. An army of 200, recruited from Los Angeles and San Diego, put a quietus on the movement. As a compromise, $125 was raised in Los Angeles with which to ship Victoria back to Mexico, with the understanding that San Diego reimburse the subscribers. San Diego still owes it.

Lining up for a Fourth of July parade in front of the Bella Union Hotel in the seventies. Veterans of the War of 1812 are in the victoria drawn by the white horses.

The Gringos Help the Natives Revolt

LIKE as not, time hung heavily on the hands of the Americans, as we find a "foreign legion" mixing in the revolution business. Reading Henry K. Norton's account of the Battle of La Providencia, we arrive at the conclusion that the Yankees must have enjoyed themselves:

"Associated with Pico, whom the Battle of La Providencia brought into power, were Manuel Castro, Juan Bautista Alvarado and Benjamin D. (Don Benito) Wilson heading a company of 22 Yankees. Governor Emanuel Micheltorena managed to gather a force of nearly 400 men and started south to crush the rebels. But the rebels did not wait to be crushed. They immediately retreated. In the pursuit, the Governor was careful not to come within a hundred miles of them until the rebels picked up courage and returned from Los Angeles to meet him. The two forces mustered about an equal number of men. They came within long cannon range of each other at Cahuenga, the scene of a previous civil conflict. The Mexicans had three cannon and the Californians two. Heavy cannonading from these batteries continued throughout the afternoon, but as both armies kept in close shelter under the banks of the Los Angeles River, little damage was done. A Mexican's horse was killed and a Californian's mule was injured by the flying debris. During the night some flanking was attempted which brought the armies together again the next morning at La Providencia. For almost two hours the cannonading was again indulged in without visible result, when Micheltorena raised the white flag and proposed a capitulation. This was accepted by the rebels and the erstwhile Governor was unceremoniously shipped out of the country. The real reason for his surrender was the desertion of a company of Yankees with him to the Yankees headed by Wilson on the other side. The two groups of Gringos had got together the night before and enjoyed an old-fashioned 'bust' down in the willows by the river."

No Place to Entertain the Governor!

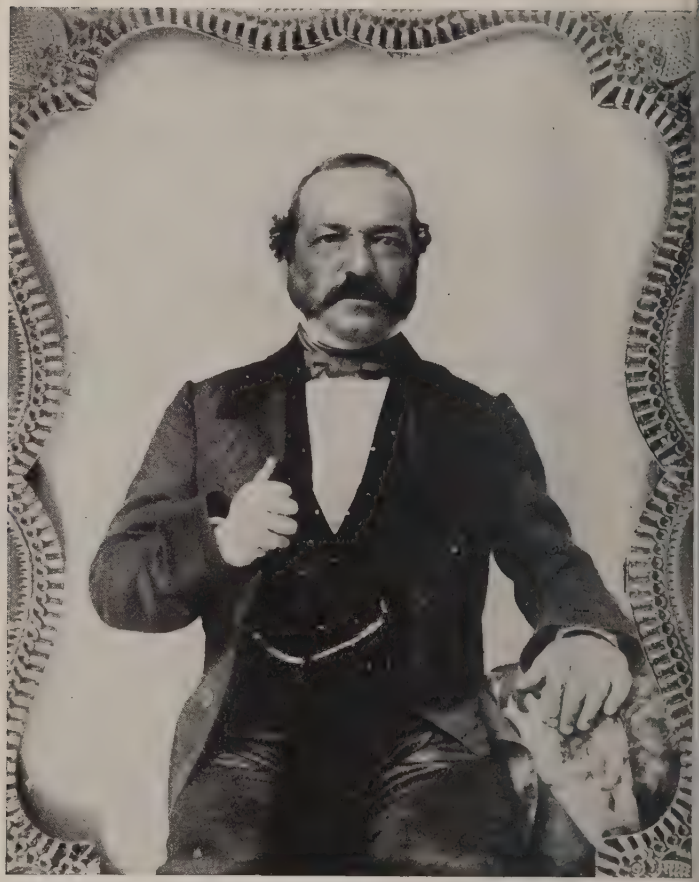
IF THE revolutions, and the battles thereof, were comic, the effect on the normal progress of California was anything but amusing. Los Angeles had scarcely an adobe fit to house the government, when perchance it had won the right to it. Not a place even could be had wherein to house and entertain Governor Figueroa and staff, when they would have made an official call in 1834. This deplorable state of affairs was felt by Don Leonardo Coto, when in 1837 he said to the city council, or ayuntamiento:

"El Pueblo de Los Angeles now finds itself the capital of California. It should proceed to show its beauty, its splendor and its magnificence in such a manner that when the traveler visits us he may say, 'I have seen the City of the Angels; I have seen the work of its sanitary commission and all these demonstrate that it is a Mexican Paradise.' It is not so under the present conditions, for the majority of its buildings present a gloomy—a melancholy aspect, a dark and forbidding aspect, that resembles the catacombs of ancient Rome more than the habitations of a free people."

Los Angeles was indeed in a bad way. The average residence was of uncolored adobe, its flat roof plastered with asphalt, its small windows crossed with iron bars. It was devoid of beauty. The few tile roofs in the town represented loot from the Missions; no more were being made. Since the destruction of the system by Figueroa in 1834, the Missions had ceased to function, to produce and manufacture, and to make for romance. The zealous priests had created from raw and unpromising stuff artisans and artists, skilled workmen, agriculturists and stockmen. These flourished as long as there was energetic urging and active instruction on the part of the priests themselves. When work stopped at the Missions, there was little work done. Outside these institutions there was not much to indicate industry, thrift, management or a desire to develop the land. Day by day the superb horseman fared forth from the Pueblo and searched the horizon, seeking signs of an enemy, and hoping he would not find any. By moonlight he plunked a guitar and smoked. Life was one glad, sweet song, except for the matter of eating. But of course, there was carne on the hoof, and there were peppers. If, perchance, the pepper crop was short, still there was carne. Such was the sodden town and its unambitious small farmers. While Los Angeles was capital, we are told, it had neither a lawyer, doctor or priest dwelling within its confines. Cattle and horses were money—there was little coin. It afforded a guard-house, a church and no hotel.

But out on the far-flung ranchos there was life. Each was a little kingdom in itself, not overburdened with cares as to government and politics. It held the towns and the town dweller in disdain. Here dwelt ease and plenty and the glory of untrammeled freedom. Here romance reigned supreme. The hacienda lay wide and sprawling and comfortable. Its wide-flung doors, open to all comers, breathed of unstinted hospitality. Here guests gathered from leagues afar, and spent unhurried days and nights. It was a gracious magnet, drawing cavalcades of dashing riders, brave in silver-studded saddles and jingling spurs, and ox-drawn carretas creaking under their gay burden of plump old mamas and slim young daughters. From it also wound down through mountain passes sweet with wild lilac and across mesas bristling with yucca all abloom, great winding drag-trains, laden with countless hides and tons of tallow, to be exchanged with incoming ships for the silks and velvets and fol-de-rols of the outside world. The ranchos provided a never ending round of sports, rodeos, races, bull-fights, dances galore. Here was to be found Spanish life at its flood-tide, with its dark-eyed senoritas, its light-hearted caballeros, its dashing vaqueros, its rounds of feasts, festivals and fandangos. As a city builder the Californian was a failure, but as a man in the saddle on his rancho, he was one of the most unique and picturesque types in history. No wonder that poets sing of him and novelists write unending stories of his life!

Few know, or even think of the fact, that California was taken away from Mexico and brought into the Union with the idea, held by those in power, that it was to be added to the list of those states favoring negro slavery. It was hoped to replace Indian slavery, as beneficent as it was, with African slavery. But it was not to be. The whole slavery idea went to the discard with a crash. Los Angeles itself never realized its own importance in the scheme of things dreamed of by designing minds. However, it was the focal point in the war with Mexico as it was fought in this state. And the motive for that war colored Los Angeles' history for two decades.

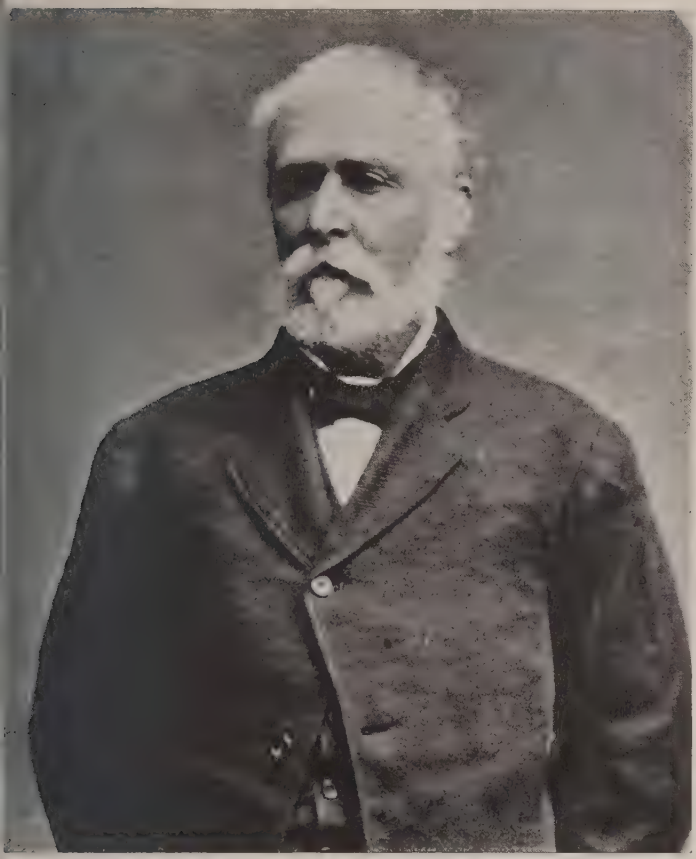


General Andres Pico in surrendering to General Fremont closed the Mexican War in California. Pico subsequently became an outstanding American citizen.

Americans Take Los Angeles, Only to Lose It

ALL the blood shed in the taking of California from the Mexicans was shed needlessly. It came about through the lack at West Point of a post-graduate course in Human Nature. While it is true that our system of selecting candidates for West Point does not take into consideration their capacity for employing diplomatic horse-sense, still something in their training might determine their fitness for assuming the tasks of judge, jury and executioner, if ever called upon to function as a military governor.

Almost simultaneously the American flag had gone up at Monterey, Sonoma, Santa Barbara, Los Angeles and San Diego. It was all very businesslike, dramatic, and—as everybody seemed agreeable—satisfactory. That which was, more than likely, an epidemic of sound sense and a desire for peace was misconstrued by Captain A. H. Gillespie, who took it for meekness and a cowardly spirit. Commodore Stockton had wisely placed Don Juan Temple in office as Alcalde, for which



General John C. Fremont received the surrender of California by General Andres Pico. He was this state's first Governor and first United States Senator and the Republican party's first candidate for President. When Military Governor, Los Angeles was the capital of California.

the Californians were truly glad, for he was a good Don and one of them. Stockton doubtless had every reason to believe that his military commander would work hand-in-hand with Don Temple and defer to his judgment; which was the sensible thing to do and to expect. In this he was mistaken. Not only did Gillespie fail to see that he had been handed a hornets' nest for safe keeping, but he seemed ignorant of the habits of a hornet, and of its capacity for cussedness, if crowded. He, therefore, proceeded to do things to his hornets' nest. He put the clamps on friendly social gatherings of a people who deemed nothing else in life more desirable. He ordered leading citizens arrested—it is said, so that he might humble their proud spirits. He threw some of the best of them in the guard-house for no adequate reason—it seemed, and so on. Trouble commenced for Gillespie immediately and abundantly. He and his troops were chased up the hill back of the Plaza, and kept there. The news, flying on the wings of the wind, reached San Diego and Santa Barbara, where similar things were done to the troops there. Alcalde Don Juan Temple wisely retired to his Los Cerritos Rancho, taking two barrels of aguar-

The table on which Generals Pico and Fremont signed the Treaty of Cahuenga, which surrendered California to the United States. The serape covered the table.

diente and his family on an ox-cart. Here was brought to him for safe keeping Don Benito Wilson, and a company of militia, whom the exasperated Californians had captured in a scrimmage at Chino. Needless to say, the prisoners fared well.

The Ruse of the Wild Horses

THE news of Wilson's capture reached Gillespie, who, despairing that help could arrive before the expiration of weeks, took advantage of the offer of General Flores to be allowed to honorably retire from the city. However, as he was about to embark on a merchantman at San Pedro, the frigate Savannah arrived bearing 350 troops under Captain Mervine, bent on his rescue. Doubtless sore-hearted over his experience, Gillespie started back toward Los Angeles with the combined forces, only to meet a well-mounted force of the Californians at Dominguez Rancho. Here began a pretty game in which the Californians used a four-pounder, known as "The Cannon of the White Mule." They would fire it until the Americans, charging, would almost capture it, when they would drag it away with their reatas. Mervine, worn out with charging, and discouraged by the loss of six killed and a number wounded, retired again to San Pedro. His dead were buried on a hill near the harbor's mouth, and known thereafter as "Deadman's Island." Here he was found by Commodore Stockton, who headed a second relief expedition.

The reinforced army was now in shape to punish severely the Californians, which fact the latter well knew. Their new commander, Carrillo, and his prisoner, Don Benito Wilson, wisely combined their wits at the headquarters of the Californians, in the flower-grown court of Don Juan Temple's Los Cerritos hacienda. Naturally, neither Wilson nor his California wife wanted to see more bloodshed, so it was planned that he should, as a prisoner and under a flag of truce, approach Commodore Stockton with the proposition that while Stockton held the Port, the Californians should retire to their Pueblo, and remain peacefully until Mexico and the United States might end the war. However, Carrillo had another trick up his sleeve, and proceeded to spring it with great success. He put his troopers to rounding up from the ranchos all the wild horses which he then herded back and forth across a gap in the hills, some three miles inland. The dust they kicked up indicated a vast body of mounted troops, and gave Stockton no chance to determine just how many were actually riderless. A victim of this very clever ruse, the Commodore pulled up his anchor and sailed away to San Diego.

The Battle of La Mesa or Los Angeles, which immediately preceded the capture of this city, was fought on the site of the great Central Manufacturing District. Here is the battle monument in front of the Union Stockyards.

The Gringos Finally Retake the City

THREE battles were yet to be fought before that which Gillespie's bungling had lost to the Americans, was finally recovered. One of these was the bloodiest perhaps, for the size of it, that American troops have ever experienced outside an Indian massacre. Spent, worn and footsore, a detachment of regulars under command of General Stephen W. Kearny had, after crossing the desert, reached Warner's Rancho and marched on toward San Diego. In the narrow San Pasqual Valley they were met by General Andres Pico with a superb body of horsemen, recruited mostly from the ranchos. Armed with lances and such weapons as the country afforded, the Californians fiercely rushed the Americans, who were meagerly supplied with artillery. After severe losses, Kearny rallied his men on the top of a cone-like hill, from where Kit Carson slipped out in the darkness and returned with reinforcements from San Diego. This hill, known as "Starvation Peak," now stands with its image reflected in the waters of a beautiful irrigation lake, and is one of the sights of the Southland.

Kit Carson was Chief-of-Scouts of the American forces which captured Los Angeles.

Stockton now marched from the south and Fremont from the north, headed

GENERAL STEPHEN W. KEARNY COMMODORE R. F. STOCKTON
Joint commanders of the American forces which captured Los Angeles

for Los Angeles. Six hundred marines under Stockton and a company of dragoons under Kearny fought the other two battles; the first near Montebello on the San Gabriel River, the second at La Mesa, near where the Union Stockyards now stand. Both being American victories, the Californians retreated to Verdugo Canyon. Near there, at the Cahuenga hacienda, was signed by Generals John C. Fremont and Andres Pico the Treaty of Cahuenga, thus ending the war. To martial music Commodore Stockton and General Kearny had marched into Los Angeles, and Captain Gillespie, doubtless now a wiser and a very much chastened man, again raised the American flag. While their leaders fled to Mexico, the rank and file of the Angelenos lived on as they had done. Good and loyal Americans they proved to be.

The central building in this picture is the Bell Block, corner Los Angeles Street and Aliso. It was Fremont's headquarters and the place where the city government was first organized.

Site of first discovery of gold in California in 1842 in Placerita Canyon above San Fernando Mission. By monument is Charles J. Prudhomme, noted Los Angeles pioneer and native son.

Still a Pueblo—Gold! Gold!

CONTRARY to the expectations of many, Los Angeles remained the Mexican Pueblo for 25 years. By 1870 it had gained only 2,000 people. Most of its ,000 inhabitants were still of Hispanic origin. Yet there was harmony between the aces. Occasionally a Yankee mayor was elected, but never a Yankee council.

Other California towns in the north had forged ahead in size and in importance. Seven cities, including Grass Valley, thanks to the Gold Rush, passed Los Angeles. Yerba Buena blossomed out as San Francisco, and then expanded into the greatest ity west of the Mississippi River. The lure of gold had drawn so many from the Pueblo, that the town practically stood still. From 1850 to 1860 it advanced not it all.

The sudden admission of California to the Union seemed to many in the south serious mistake. The south was sparsely settled and agricultural. The north was nineral and with a floating population. It seemed to the wise ones that there was nothing in common and the two sections were unfitted for teamwork. Southern eaders worked for a division of the state, with San Luis Obispo on the dividing ine. The part of the state that lay to the north was to be the State of California, hat portion to the south, a territory. They fought for this idea in the Constitutional Convention but were defeated. Men of Los Angeles made public appeal in these words:

"Whatever of good the experiment of State Government may have led to in California, for us in the southern counties it has proved only a splendid failure. The bitter fruits of it, no county has felt more keenly than Los Angeles County."

This statement was signed by Augustin Olivera, Pio Pico, Benjamin Hayes, J. Lancaster Brent, Lewis Granger, John O. Wheeler and Jose Antonio Carrillo.

Ex-Governor John G. Downey in 1880 said this:

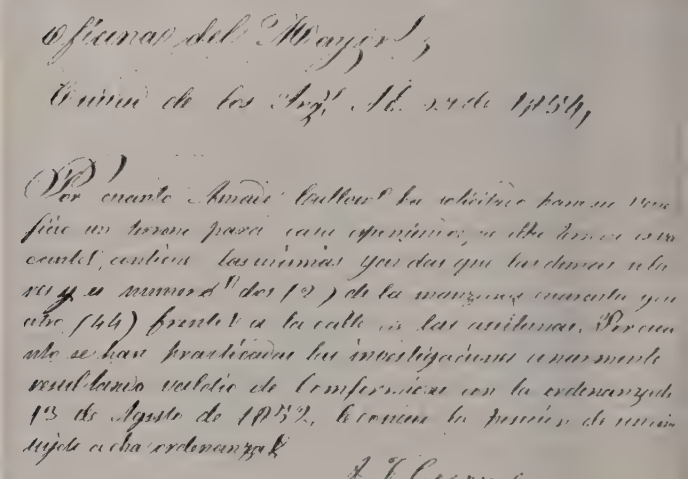
"From the morning of our existence as a commonwealth, the southern counties of this state have been uneasy and restless under the lash of unequal taxation and the unequal distribution of the benefits derivable therefrom.

"The matter occupied the deep consideration of the members of the first Constitutional Convention at Monterey in 1849 and the members from the southern counties only yielded a reluctant assent to the formation of a state government when

Don Antonio Coronel, wife and daughter, in characteristic Spanish dance pose at the charmin old Coronel hacienda which stood at Seventh and Alameda Streets. Here Helen Hunt Jackson conceived her novel, "Ramona."

they obtained a declaration that taxation should be 'equal and uniform throughou the state.'

"How unfairly this guarantee has been carried out will be made manifest b the persistent attempts to free ourselves from the unnatural geographical and ec nomical relations with the central and northern portions of the state."

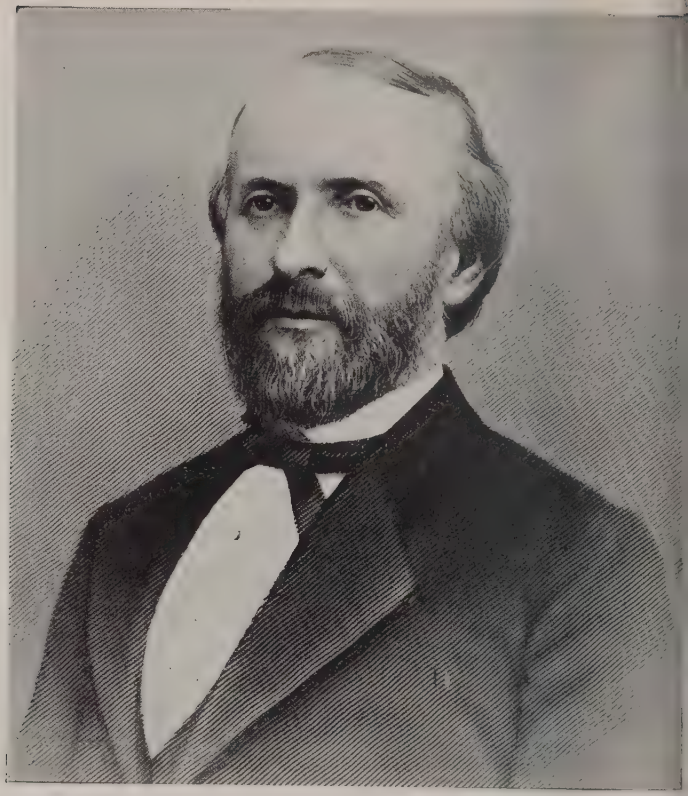


As late as the early seventies official City and County documents were written in Spanish. Here is one written and signed by Mayor Coronel.

General Phineas Banning (standing), father of Los Angeles transportation, Mathew Keller (left), great pioneer vineyardist, and Col. John H. Hollister, noted cattleman and sheep raiser.

The Slave Question and State Division

TO those in the northern part of California the prolonged agitation of those in the southern part for state division was an out and out pro-slavery movement in disguise. United States Senator Gwin, strong for the extension of slavery, was also strong for state division. This did not help Southern California. All that was needed in Washington to restore the balance of power, were two more pro-slavery senators, and as three-fourths of the American population below Kern County were from the southern states, it seemed more than likely that that was the thing they were after. Notwithstanding the fact that Governor McDougall showed conclusively that the matter of unequal taxation alone justified the clamor for division, those of the north were still unconvinced. The Governor in his message to the Legislature said:



Hon. John G. Downey, Civil War-time Governor of California, and first Governor from Los Angeles; co-founder of first bank; founder of Board of Trade, forerunner of Chamber of Commerce; co-founder of East Los Angeles, and builder of the famous old Downey Block.

"Taxation is equal and uniform throughout the state only in a legal sense since the six agricultural counties of the south, with a population of less than 87,000 paid into the treasury during the preceding year close to $42,000, while the twelve mining counties, with a population of nearly 120,000, paid less than $22,000."

Nevertheless, in 1859 Senator Andres Pico, the one-time California General, succeeded in putting through both houses a resolution calling for the segregation of Southern California into the "Territory of Colorado." Governor Latham signed the bill and it was voted for in the southern part of the state, carrying three to one. The Governor in a communication to President Buchanan said:

" . . . the origin of this act is to be found in the dissatisfaction of the mass of the people in the southern counties of the state, with the expenses of State Government. They are an agricultural people, thinly scattered over a wide extent of country. They complain that the taxes upon their land and cattle are ruinous—entirely disproportioned to the taxes collected in the mining regions; that the policy of the State, hitherto having been to exempt mining claims from taxation, and the mining population being migratory in its character, and hence contributing but little to the State revenue in proportion to their population, they are unjustly burdened; and that there is no remedy, save in a separation from the other portion of the State. In short, that the union of southern and northern California is unnatural."

But the Civil War was pending. Northern Congressmen saw that this bill never reached the floor.

The Drum Barracks at Wilmington, military headquarters during the Civil War. Note Union uniforms and one of the camels which Jefferson Davis imported from Arabia in the fifties for desert freighting.

The Civil War—Soldiers for Both Armies

LOS ANGELES COUNTY gave Breckenridge twice as many votes as it gave Lincoln, and twice as many as it gave Douglass. This fact again tended to confirm the suspicions of those in the northern part of the state. Still it elected Downey, its leading Democrat, Governor of the state. He was a strong loyalist. Southern California remained loyal to the Union. But from its homes went recruits to both the Union and the Confederate armies, and partisan clamor waxed loud and furious. The Bella Union Hotel hung upon its walls a picture of the Confederate General Beauregard. The Los Angeles *Star* spoke of "this unholy, unjust, unconstitutional and unjustifiable war," and held Lincoln responsible for it. El Monte maintained an open training camp for Confederate recruits, with the Bear flag carried in advocacy of state rights.

Southern sympathizers enlisted in Bear and Holcomb Valleys, and marched by night, headed for Texas. A quietus was finally put upon this movement by an organization of 1500 Union sympathizers, who crossed the Imperial Valley through the blistering summer sun to Yuma, in their zeal to clean California, Arizona and New Mexico of rebellious influences. Judge Hastings of Los Angeles made his way to Jefferson Davis at Richmond in 1863, soliciting financial assistance wherewith to recruit as many as 30,000 in California, and to capture Ft. Yuma. Just how receptive he found Mr. Davis was never known.

Both General Albert Sidney Johnston and General Joseph Lancaster Brent were Los Angeles men. The former was killed at Shiloh. He had ranched on the site of the City of Pasadena. The latter, the last Confederate officer to lay down his sword, served as president of the first school board in Los Angeles. Captain Winfield Scott Hancock was in command of a detachment of United States troops at Drum Barracks in Wilmington during the first part of the war. He organized a company of Los Angeles guards, who helped to maintain order and to protect Government property. Captain Hancock became Major General Hancock, winning well-deserved fame. He was the Democratic nominee for President in 1880 being defeated by Garfield by only 7,000 popular votes. Quite a force was maintained at Drum Barracks, which had a quieting effect upon the community, although the authorities wisely refrained from attempting to surpress those who felt obliged to express Southern sympathy. There was only one death due to the unpleasant local feeling and that was in a duel.

In reality, about all the spouting and ranting and home-guarding was done by the American element. The native Californians, largely in the majority, refused to

The Lichtenberger carriage factory was one of the city's largest industrial plants in the seventies.

enthuse or become unduly excited. They had had their fling. From their number they elected Damien Marchessault, Jose Marcarel and Casildo Aguilar as war-time mayors, and despite the hectic period, the community was fairly well governed. Politics, too, were a secondary consideration, owing to prosperity which came when $12,000 worth of gold per month was washed out in the San Gabriel Canyon, and to dire distress when from 1862, year after year, it failed to rain. This was when the cattle business went to smash, never to return in its glory.

Capital Stock $1,500,000.
Los Angeles Pioneer Oil Co
NUMBER OF SHARES 5000
PAR SHARE $300.
This Certifies that C. Solomon is entitled to Ten Shares in the Capital Stock
OF THE LOSANGELES PIONEER OIL CO.
Transferable on the Stock Exchange by the Company
and not valid until this Certificate
Los Angeles October 12 1865
INCORPORATED 1865.

As this stock certificate shows, oil has been a factor in the growth of Los Angeles since Civil War days.

"The Round House," a feature of Lehman's "Garden of Paradise," which ran through from Main to Spring below Third. Later Kate Douglas Wiggin attended kindergarten here.

The Mormons and the First Fourth of July

A YEAR and a half of military rule, following Pico's capitulation at Cahuenga hacienda back in the forties, had failed to impress the natives with due superiority of the American way of doing things anyhow. Three successive battalions, the California, the Mormon, and the New York, had occupied the city before Scott completed his victorious march from Vera Cruz to the City of Mexico, bringing the Mexican War to a close. Fremont had organized the California battalion in this state; Col. P. St. George Cooke had organized the Mormons in Illinois and Missouri, and Col. J. B. Stevenson had organized the New Yorkers in that state. Both Stevenson and Cooke had promised to discharge their men after a year's service and pay them off in California so that they might remain if they cared to. Most of the Mormons left for Salt Lake. While here, however, they built Fort Moore, capable of holding 200 soldiers and of withstanding a siege until aid could come from San Diego, San Francisco, or Monterey. The fort stood on the hill where Gillespie had been besieged, directly over the present North Broadway tunnel, and was dedicated with the city's first observance of Independence Day, July 4, 1847. In latter days it became a picnic playground.

A flag raising was part of the first Fourth of July celebration. A company of natives and Mormons were sent to the San Bernardino Mountains to fell the tallest trees they could find for a pole. A long time passed before they returned and the authorities became worried. Finally on the old Mission Road a large cloud of dust was seen and many creakings and groanings were heard. It was the flag pole cavalcade! Everyone was relieved. It had two tree trunks, one about 90 feet and the other about 75 feet, mounted on the axles of about twelve carretas. Each was hauled by twenty yoke of oxen with an Indian driver to each ox. The Mormons "were singing one of their interminable songs of Zion—a paean of deliverance from the hands of the Philistines. They had had a fight with the Indians, had killed three of them and had the ears of their victims strung upon a string." Thus was the staff of Old Glory accompanied to the city. The two trunks, spliced, made a flag-pole for the city 150 feet high, that "could be seen by all men."

A distinct asset to the community was one, Stephen C. Foster, employed as an interpreter by the Mormons as they passed through New Mexico. Graduated from Yale in 1840, he had picked up Spanish on the Santa Fe Trail. On this account, Mason, Military Governor of California, appointed him Alcalde of Los Angeles. As such, Foster may be considered as the first American Mayor. Following the

When the Pueblo celebrated the Fourth of July in 1871, the volunteer firefighters paraded with the first fire engine.

example of the Yankee Dons, he married Senorita Maria Merced, daughter of Don Antonio Maria Lugo. He served as a member of the Constitutional Convention of '49, also as first Senator from Los Angeles County. Twice he was elected Mayor, and at the same time acted as Superintendent of Schools. To his work and that of Don Abel Stearns is due the fact that we have the city and county archives complete from the beginning.

Stephen C. Foster and Hugo Reid were Southern California's first scholars and as such made fine contributions to early American civilization in Southern California. It is to the credit of this section that both were elected to represent it at the Constitutional Convention.

The first legal battle over riparian rights in California was between the Pueblo of Los Angeles and San Fernando Mission. This shows the padres' dam near the Mission.

Main Street all dressed up for the celebration of the Centennial of American Independence. Note arch erected by the old "Thirty-Eight," one of the two volunteer fire-fighting companies.

Los Angeles County Made Larger Than Most Eastern States

PART of Kern County, all of San Bernardino County, Orange County, the present Los Angeles County and some of Riverside County was within the confines of Los Angeles County when it was organized in 1850,—a territory nearly as large as the State of Ohio. The list of officials contained American and Mexican names in almost equal proportions. Augustin Olvera was elected county judge; B. D. Wilson, county clerk; Benjamin Hayes, attorney; J. R. Conway, surveyor; Manual Garfias, treasurer; Antonio F. Coronel, assessor; Ignacio Del Valle, recorder; George T. Burrill, sheriff, and Charles B. Cullen, coroner. Real estate of this huge territory was valued at $784,606; improvements, $301,947, and personal property, $1,183,898. The latter included livestock. Los Angeles at last found itself operating under American law.

But while Los Angeles had an American government, it did not have American foresight—not the foresight of Chicago, for instance. Chicago's magnificent system of parks and boulevards is the result of civic vision; of putting public lands to good use. Los Angeles at the time of the change of government owned about 99 per cent of the land within its 36 square miles of territory. Of this vast acreage, Elysian Park and Pershing Square are all there is now to show for it. Some of it was sold for little or nothing, some given away, the balance frittered away. We now bond ourselves, our children and our grandchildren to buy back enough on which to stand our schools,—land which we have thrown to the birds.

Lieutenant E. O. C. Ord, although educated at West Point, could not see the value in 160 acres of public land and ten building sites all in the present downtown business district, offered by the city for making its first survey. He accepted $3,000 in cash instead. "Plan de la Ciudad de Los Angeles," as surveyed by Ord in 1849, had Pico Street as its southern boundary, the Street of the Grasshoppers, (Figueroa) as its western boundary, the river on the east, and the San Fernando Street (Upper Main) depot on the north. Both the English and the Spanish names of the streets appeared on the map. "Primavera," the Spanish name indicating Spring, the season, was that given to Spring Street. It meandered from where it crossed First Street,

Don Juan Bandini and daughter. The latter helped with the first American flag ever made in California. The Bandini family remains prominent in Southern California affairs to this day.

diagonally over to Fourth and Hill, then followed the hills around, heading into the Cahuenga Valley, to Cahuenga Pass. Aliso Street headed out into the San Gabriel Valley. Lieutenant Ord had named what is now Grand Avenue, "Charity" Street. People living upon that thoroughfare naturally balked at being known as living on "Charity," so petitioned the city council to call it something else.

Following the survey came the census. This showed a population of 1610 in 1850, but consideration must be given to the fact that the Gold Rush made a difference. The figures in 1860 were 4,399 which meant that the gold fever was over, and many stranded here, who would otherwise be back East. The year 1870 showed an increase of some 1200. Many of these were Civil War veterans, here to start life once again. That they were largely Confederates was indicated by the vote for Seymour in 1868, which was 1236 to Grant's 748. Bryan carried the city over McKinley in 1896. For more than a third of a century these ex-Southerners dominated the politics of the community.

"There were 40 legal hangings and 37 impromptu executions in that period." This shows one of the "impromptu" affairs as handled by the Vigilantes on the site of the present Federal Building.

Two Tough Decades—Outdoing the Frontier

FROM the gold fields of the fifties drifted in the riff-raff of that hectic region, who cluttered up local affairs and hindered moral, material and intellectual progress for 20 years. Los Angeles was literally the toughest frontier town in America, and everybody knew it. The accomplishments of the San Francisco Vigilantes in their busiest days were eclipsed four-fold by those of Los Angeles. Many miscreants who escaped hanging in San Francisco, were accommodated here, as the local organization developed skill and technique, having more raw material to practice on. Under the experienced leadership of Don Andres Pico, Jose Carrillo, and other Mexican-Americans, the speed and thoroughness with which bad men were improved left little to be desired.

According to the records, there were 40 legal hangings and 37 impromptu executions during that wild period. No less a personage than the mild-mannered and college-trained Stephen C. Foster temporarily resigned the mayoralty to participate as leader in a lynching, where the offender was about to escape the lawfully manipulated noose through a clever legal technicality. Life became cheaper than printers' ink and white space, as witness here:

"Last Sunday night was a brisk night for killings. Four men were shot and killed and several wounded in shooting affrays."

"A party of Salt Lake and Montana teamsters had a lively row in the Monte on Monday night; several shots were fired, from the effects of which one man died."

"The coroner's jury sat on the body of a dead Indian. The verdict was 'Death from intoxication or by a visitation from God.'"

Here we have six killings, several victims badly damaged, and any amount of violent action disposed of in six lines of small type. How very chary of publicity they were in those primitive days! In these very much nicer times, a surreptitious wink in the dark calls for at least a barrel of ink, and the destruction of an acre of

wood-pulp which has been growing on the hillsides since the time of Moses. Things were in such a bad way that the Methodists, the Presbyterians and the Episcopalians went out of the church business altogether. Rev. Adam Bland, a Methodist, tried it first, putting in five discouraging years beginning in 1853 in a small adobe near Commercial Street, which was also used as a school. Then the Rev. James Woods, a Presbyterian, undertook to hold services in a carpenter shop near the Plaza. In 1857, the Rev. Elias Birdsall carried on for the Episcopalians in a real church building, the first Protestant church, standing at the corner of New High and Temple Streets. However, the building was soon put to other uses, and the three disheartened divines accepted calls from other fields.

In keeping with the somewhat unconventional habits of the time and locality, small attention was devoted to solemn deportment in the courts. When attorneys ran out of legal lore, they often continued their arguments with their fists, or hurled ink-stands, chair or law-books, as the occasion seemed to demand. Sometimes counsel took exception to the ruling of the judge, sometimes it was the other way round, with like procedure. It is told of Judge William G. Dryden, that when attorneys in the case had exhausted the available stock of projectiles, and had drawn six-shooters, he filtered back into his chambers with parting instructions to "Shoot away, damn you! and to hell with all of you!"

Los Angeles was to shock the entire nation before the era of violence and lawlessness was finally brought to a close. It did this in the Chinese Massacre of October 4, 1871, when a mob of 500, searching for a Chinese criminal in "Nigger Alley," within a few hours lynched 18 innocent Chinese and looted Chinatown. The enormity of the outrage seemed to bring the city out of its debauch of 20 years. The reaction even brought a Sunday-closing law.

Upon the Gold Rush should not be laid the blame for all the lawlessness of this period. Naturally Spanish laws and customs could not have been expected to dove-tail with American customs and laws without friction or confusion, with the Gold Rush matters to complicate things. A burden to the community was the presence of some 2,000 aboriginies—the leavings of the ancient Yang-na village. They hung about the community, living in squalor and spending their scant earnings Saturday nights and Sundays in "Nigger Alley," a hell-hole of iniquity near the Plaza. Stupified, they were dragged into a corral in the rear of where the Federal Building now stands, and this—to quote a writer, is what happened to them:

"On Monday morning they were sold off like so many slaves, the employer agreeing to pay the fine in return for the next period of service. The Indians received only a dollar or two for their week's work, part of that in brandy. This condition of affairs lasted until the Indians were all dead, and they went out rapidly under such a hideous system."

Calle de los Negros ("Nigger Alley") where the famous Chinese massacre started on October 4, 1871.

G. A. Dobinson
President of First Library Board

Miss Mary Foy
When she was the City's first salaried Librarian

Flowers Spring from the Mire

OUT of the muck of Los Angeles, the tough, nevertheless sprang beautiful and wonderful things. Like lilies in a swamp, there took root and came into full bloom, some of our most useful institutions. The first public school went up out at Second and Spring Streets, costing $6,000. That was in 1855. In the year before had been established a Masonic Lodge, and during the same year the Hebrew Benevolent Society. The year following, St. Vincents College (now Loyola University) sprang up at the Plaza, to be moved two years later to Sixth and Broadway. In 1856 came the Catholic Orphans Asylum, to be followed in 1858 by the Sisters Hospital. Wells-Fargo opened an office in 1857. In 1859 the Turnverein started. The French Benevolent Society was established in 1860. A small reading-room was started by the Library Association in 1859, to be discontinued later. The Public Library followed in 1872. The pioneer publication, *The Star*, was offered the public by John A. Lewis and John McElroy, printed in both Spanish and English, on a press brought around the Horn on a windjammer. The year 1860 saw the town hooked up with its first telegraph line. Citizens arranged to have daily war bulletins furnished at a cost of $100 per month.

Alvinza Hayward & Co., with John G. Downey as a partner, established the first bank in 1868. The year following saw the first railroad built, running from the City to San Pedro, and owned by the County. Phineas Banning and Asa Ellis furnished the argument that persuaded the voters to vote the bonds, notwithstanding it was feared that the County would go bankrupt over the venture. However, the line paid from the day of its inauguration in November. The freight was $6.00 per ton for drygoods, $5.00 per ton for groceries, and passengers were charged $2.50 each way. Senator John P. Jones of Nevada followed it with a road to Santa Monica, which he called the Los Angeles & Independence. His hope, which was never realized, was to run it through to Salt Lake City via Independence, in Inyo County.

Water for domestic use was delivered by cart from the old Spanish-Mexican zanja, which diverted it from the river near Elysian Park. In 1849 a department

The "San Gabriel," first locomotive in Southern California. It was brought around the Horn and began running on the Los Angeles-San Pedro Railroad in 1869.

was organized to operate this zanja. In 1857 a franchise was granted to Judge Dryden to supply spring water from near the site of the old "River Station," of the Southern Pacific. The water was elevated by a wheel that was turned by the flow of the zanja; but this was all swept away by the flood of 1862, and again by that of 1868. Iron pipes were laid down Main and Spring from a brick reservoir located in the center of the Plaza. These were washed out. Promising to overcome these troubles, Dr. John S. Griffen, Prudence Beaudry and Solomon Lazard obtained a 30-year contract to furnish water to the community, paying $400 per month to the city. At the expiration of this contract in 1898, the city purchased their plant, paying them $2,000,000.

Train and station of Los Angeles and San Pedro Railroad, 1869. The terminal of Southern California's first railroad stood at Alameda and Commercial Streets.

Union of the rails at Promontory, Utah, May 10, 1869, marking completion of America's first transcontinental railroad. Seven years later this railroad reached Los Angeles.

At Last—A Transcontinental Railroad!

THE Pacific Coast first saw the locomotive at two different points during the same year, at San Pedro and at San Francisco. Banning brought his locomotive to tidewater after six years of persuasion. It took 40 years of effort on the part of many men to bring the first one overland to San Francisco Bay. An anonymous contributor to an obscure weekly paper in the then frontier town of Ann Arbor, Michigan, was the first to suggest that the American continent should be spanned by iron rails. Andrew Jackson, seventh President of the United States, was in the White House at the time. By the time Franklin Pierce, fourteenth President, came to Washington, the idea had developed sufficiently for him to instruct Jefferson Davis, his Secretary of War, to begin surveys of possible routes for such a road. A decade later, on July 1, 1862, Abraham Lincoln signed the Pacific Railroad Bill, authorizing the construction of the line. And one day in May, 1869, Ulysses S. Grant, eighteenth President of the United States, received the following telegram: "Sir, we have the honor to report that the last rail is laid, the last spike is driven. The Pacific Railroad is finished!"

It took the transcontinental iron horse seven years to make its way down state to Los Angeles, and it had no original intention of including Los Angeles in its

LELAND STANFORD MARK HOPKINS CHAS. CROCKER COLLIS P. HUNTINGTON
The four Sacramento merchants who gave California and Los Angeles its first transcontinental railroad.

"It took the transcontinental iron horse seven years to make its way down state to Los Angeles." This shows a rail laying crew on the Mojave desert in 1874.

list of whistling stations at that. The railway made it a rule to demand of expectant towns along its preliminary survey, rights of way, and such bonuses as might reasonably be expected to be available. When Los Angeles expressed a desire to at least become a tank-town on the Southern Pacific, the road named as the price thereof a sum representing five per cent of the total assessed valuation in the County, a right of way, 60 acres for depot purposes, and the road to San Pedro, thrown in for good measure. The voters of the County were well aware that passed-up towns in the San Joaquin Valley had shriveled and died, so they smiled and voted yes.

But it was a tremendous engineering undertaking to negotiate the Tehachapi Pass, and to tunnel the San Fernando Mountains. Four years were consumed in reaching Los Angeles. On September 6, 1876, at Lang was held a great celebration in honor of the joining of Los Angeles and San Francisco by rail. Three hundred and fifty prominent citizens of Los Angeles were on the ground, and about 50 from San Francisco. Fifteen hundred Chinese laborers stood with shovels at "present arms" as the last spike was driven. San Francisco was not so much interested, as it meant only 7000 new customers. On the other hand, to Los Angeles it meant perhaps 150,000 customers for her particular products. This feeling might account for the difference in the size of the respective crowds. Los Angeles had really seemed so unimportant to the engineers that they contemplated making a straight shoot for San Bernardino after reaching Mojave, and not even stopping at Los Angeles to take on water.

Even the Texas & Pacific Railway, planning a transcontinental line at the same time, had San Diego Bay as their objective with a branch line to Los Angeles. Perhaps Messrs. Huntington, Stanford, Hopkins and Crocker were not to be blamed for wanting to pass Los Angeles up. As a producing community it was a poor prospect. Its stock raising industry was dead,—its plans for developing irrigation were not even thought of. It raised no oranges to speak of. The only thing that

The town band turned out to welcome the first Southern Pacific train into Los Angeles in 1876.

could be produced in car-load lots was wine. Its grapes were the only things mentioned by Jefferson Davis' engineers in their report of the first survey.

The Los Angeles Chamber of Commerce, the only real tangible institution with which to do business, had been established in 1873, with Governor Downey as president. But it had died. Before passing out, however, it had succeeded in getting a United States appropriation for San Pedro Harbor of $150,000. The importance of this one act may never be exactly determined.

"Such is Los Angeles when the first transcontinental railway reaches it in the year that the whole country celebrates as the one hundredth anniversary of American independence."

"A High School stood where the County Courthouse now stands." This, the first building of the Los Angeles High School, was erected in 1873. Note view down Broadway.

What the S. P. Found Here

TO the naked eye it was about the same Los Angeles that Stockton, Fremont, Kearny and Kit Carson had seen some 30 years before. However, there were gas lamps, fed from tanks opposite the Pico House, and Main, San Pedro, Aliso and Spring Streets, which were seas of mud or sandy deserts—according to the season, were navigated by bob-tail street-cars. A High School stood where the County Courthouse now stands, and three grammar schools were in operation. Thirty-four teachers had attended the institute. San Pedro and Main Streets boasted most of the fine residences,—the particularly wealthy owning through to Spring Street and facing their stables and barns upon that thoroughfare. Very little business appeared below First Street. At the junction of Spring and Main Streets the city's one sky-scraper, the highly ornate Temple Block, towered aloft to the dizzy height of three stories. A one-story adobe at the corner of Spring and Franklin housed the city offices and jail. The County Courthouse stood on the site of the present new City Hall. Coming around the Horn, Peter Wilson, a Swede, had located at First and Spring, where now stands the Equitable Branch of the Security Trust & Savings Bank. Here he raised six young Americans. Six children were also born to John Schumacher, a German, who had marched into the Pueblo with the U. S. A. in 1847. Wilson kept his horses in a corral where now stands the Nadeau Hotel and ran a draying business. Out at Second and Spring Streets stood the city's first public school, which had been located there by Joseph Lancaster Brent, much against public opinion, the objection being its distance from the community's center. Between the corral and the school clustered small workshops, a windmill and some chicken-coops. A blacksmith shop also served as the terminus of Butterfield's transcontinental stages, where they "fetched up" three times weekly. Third and Spring boasted a feed and fuel yard, and Third and Main a brewery; a beer-garden adjoining the latter, running through to Spring. Its proprietor was George Lehman, who on account of the octagonal shaped adobe which adorned his garden, was called "Round-House George." The year 1876 saw a Centennial celebration there which made history.

Churches had begun to function once more. The Presbyterian Church stood at Second and Broadway. The Episcopalians reopened their activities at their original church at Temple and New High, and the Congregationalists located nearby on New High. Broadway was honored by the Methodists between Third and Fourth. The Church of Our Lady of the Angels still was the gathering place of the Catholics, since St. Vibiana Cathedral on Main Street was still in course of construction.

Third and present building of the Los Angeles High School. It was occupied for the first time the fall of 1917.

The four hotels ranged along on Main Street between Market and the Plaza. The Bella Union of old, had changed its name to the St. Charles. The others were known as the Pico House, the United States and the Lafayette. Along the veranda rail of the latter hotel long lines of manly boot-soles were exposed to pitiless publicity on sunny afternoons. Each hotel met the incoming steamers at Wilmington with busses and treated their guests to long, dusty and tedious rides between the coast and the city.

Buffum's Saloon was a glittering social center. The volunteer fire department, which boasted an engine and hose-cart acquired in 1871, had been organized, and still maintained here its headquarters. Being the most elegant of the 110 saloons—

JOHN SCHUMACHER PETER WILSON REMI NADEAU

These three were primarily responsible for the business center shifting to First and Spring Streets in the middle eighties.

Horse cars appeared on Los Angeles streets in 1874. One line was running as late as 1901. This car ran out Main and Jefferson Streets to Exposition Park.

which was all the City could afford—the *News* had this effusion to offer regarding its opening:

"On Saturday evening William Buffum's new saloon was thrown open to the public. We venture to say there is not a more elegant and tastefully arranged place of the sort on the Coast. The mirrors, the engravings and paintings that adorn the walls, the arrangement of the gas jets, the cozy little tables where you and your friend may enjoy a 'social game,' the neat carpeting—in short, the whole interior finish is first class. The saloon would be an ornament even in Montgomery Street."

Such is Los Angeles when the first transcontinental railway reaches it in the year that the whole country celebrates as the one hundredth anniversary of American Independence. It is evident that the town is not yet an American community, even

Double tracking the horse car line down Main Street in late seventies. Note spire of Santa Vibiana Cathedral still standing near Second Street.

The growth and progress of Los Angeles is exemplified by this typical street car of the present contrasted with horse, cable and electric cars of the past.

though it joins in the Centennial with a celebration of its own down at Round-House George's "Garden of Paradise," with Ygnacio Sepulveda as chairman of the "literary exercises" and Pio Pico the recipient of the first prize for patriotic decoration of business houses. Yet, notwithstanding the proportion of Gringos is larger and continually increasing, the community remains Mexican,—a pueblo accepting but not yet absorbed by the American frontier. Mingling along the unkept streets, are ox-drawn carretas, diminutive American-built horse-cars, dusty covered-wagons, pack-trains, family surreys, droves of slab-sided steers and ragged sheep, and unnumbered dogs without pedigree. Guided in some mysterious manner by a single

Horse cars ran down Main Street as late as 1897.

Real Caballeros used to ride in La Fiesta parades. At left the old Plaza Church.

jerk-line, come 10, 16 and sometimes 20 animal teams, dragging huge freighters, with their trailers. Easy-sitting caballeros, with silver-studded saddles and huge spurs, ride spirited California-bred horses; for no one thinks of walking a block while horse-flesh stands at each well-chewed hitching-rack. There are horse races, bull fights, cock fights, church processions winding in mediaeval splendor; the whole an animated picture of easy-going activity. Red-berried peppers droop over the squat, unpainted adobe houses of "Sonoratown," and spear-pointed century plants overlook crumbling walls, bespeaking the prevailing spirit of Old Spain. Green vineyards and sweet-scented orange orchards spread out over the level land east of Alameda and south of Tenth Street. Set back in velvety lawns, and surrounded by blazing flowers from many climes, hospitable homes in the carved and turreted style of the Ulysses S. Grant period of architecture, range northward from the cultivated fields toward the Plaza.

But, the picture is to change, and to change quickly and for all time. Up at Lang the golden spike is driven, which means that the iron rail at last connects the Spanish Pueblo with a driving, energetic Western World, and that the overland stage is a thing of the picturesque past. The 7,000 people who represent the net accumulation of 95 years of community building, are to be increased by a half within the next four years. Suddenly that which was a very old, old Pueblo, awakes to find itself blossoming into a very youthful city, pulsating with life and ambition, eager to grapple with the future, and too busy to take time to inquire into its colorful past.

San Fernando Mission was restored to its original beauty by a group headed by C. F. Lummis in time for this centennial celebration of its founding, held September 8, 1897.

Pershing Square and vicinity when Los Angeles was 100 years old.

The One Hundredth Birthday Approaches

BUT, with the coming of the Southern Pacific came also freight rates which seemed fair, or did not seem fair, according to which end of the transaction you might happen to be on. Somehow the railroad did not seem to open up markets as quickly as had been expected. Tourists came but not in anticipated numbers. People were disappointed. Trouble began, resulting in Charles F. Crocker being so discourteously treated at a meeting of the City Council that he threatened to "make grass grow in Los Angeles streets."

Certain merchants, thereupon, started a freight service of their own by water from San Francisco. However, as freight had to be unloaded at tidewater, and either had to be carted to the city, or brought by rail, the scheme did not work so well—particularly as the S. P. owned the rail. Through their spokesman, Phineas Banning, they were advised by Leland Stanford that the railway was prepared to

Looking across Pershing Square, 1929. Compare with view above.

This adobe housed the first city hall and jail during early American period. It was located on Spring Street directly opposite present City Hall.

spend a million to win. They therefore sold their boat to the Southern Pacific, and called it a day.

Times were hard and money close. Smallpox raged. In 1877 drought destroyed the sheep industry. A tale is told by J. A. Graves, the banker-historian, of the killing of 5,000 head of sheep, which were fed to the hogs. The hogs were subsequently fed $1,600 worth of corn, and then sold for $1,100.

During the drought William Mulholland, an Irish seaman, arrived and secured employment with the water company as a "zanjero." Then began a forceful and inspiring career, interwoven with the romantic history of the city's development; a dramatic story of triumph after triumph, which attracted national attention.

The Baker Block, still beautiful, was erected on the site of Don Abel Stearns' historic old adobe, "Palacio." It was occupied by young and ambitious firms whose

In the seventies and eighties most of the finer residences were built on Main Street. This picture was taken at the present site of the Rosslyn Hotel at Fifth and Main Streets.

The beautiful old Hellman residence, boyhood home of Maurice S. Hellman, stood for many years on the site of the Broadway Department Store, Fourth and Broadway.

names have become household words throughout the great Southwest. Senator R. F. Del Valle, born nearby at the Plaza, blossomed out as an attorney and orator. In 1879 he began an unselfish public career that continues with distinction to this day. From the early days of the Pueblo the Del Valle family name has loomed large in Los Angeles history.

In 1878 the Southern Pacific absorbed the Los Angeles & Independence Railway, which began at Santa Monica. The S. P. had built a line to Anaheim before the San Fernando tunnel was finished. About this time Harris Newmark, who since wrote that sterling book, "Sixty Years in Southern California," pronounced Remi Nadeau crazy for squandering $20,000 on the site of the hotel at First and Spring Streets which bears his name. The "lunatic" calmly went on building, and as rashly installed the first passenger elevator the city knew. The Nadeau, first four-story building, was the fashionable hotel for a decade.

Electricity was introduced in Los Angeles in 1881. The power was produced at this, the Banning Street plant of the Los Angeles Gas & Electric Co. Gas was introduced in 1869 with tanks opposite the Plaza.

"From the early days of the Pueblo, the Del Valle family name has loomed large in Los Angeles history."

General John C. Fremont, newly appointed Governor of Arizona Territory, in passing through, paused to marvel at the change 30 years had wrought. And yet at the time of his visit, the location at Seventh and Spring, where stands the Van Nuys Block, sold for $500.

While the historic Plaza still held a grip upon the social and business center of the city, commerce was slowly oozing south toward First, and even beyond, toward Second Street. O. T. Barker, founder of the great institution now located at Seventh and Figueroa, feeling that he had ventured too far, scurried back from his location at 113 North Spring, and snuggled down in the shadow of the old Pico House.

"Twenty years later he developed a unique seaside enterprise, known as Venice, now a part of Los Angeles."

Another Man Lives Ahead of His Time

ABBOT KINNEY, related to Holmes, Emerson and General Harrison, came seeking health, and bought in Sierra Madre Colony. He was a student of law and medicine, a commission merchant, botanical expert, cigarette manufacturer, and member of the U. S. Geological Survey. He had lived in Europe, Asia and Africa, and traveled much. He established a famous estate known as Kinneloa. He was made special U. S. Commissioner to examine the affairs of Mission Indians, serving with Helen Hunt Jackson, yet to win fame as author of "Ramona." Twenty years later he developed a unique seaside enterprise, known as Venice, now a part of Los Angeles. Gifted with vision, courage and financial ability, he turned useless tidelands into a network of winding, cemented canals, spanned by gracefully arched bridges,—built an expensive wharf and breakwater, a ship cafe of ancient design, a huge auditorium provided with a tremendous organ, a glassed-in plunge, and other costly structures. His rosy dream was to provide entertainment for the cultured, good music for the masses, wholesome playgrounds for the children, and sites along his winding canals for the palatial homes of the artistic and the romantic. He imported real Venetian gondolas and gondoliers. But alas, the unskilled American workmen could not put the antique, Old World finishing touches on all he had so lavishly provided; and lacking atmosphere, his gondoliers had not the heart to sing. The romantic and artistic failed in sufficient numbers to erect palaces along the winding canals. Benjamin Fay Mills, the great evangelist, put on a Chautauqua course for the cultured,—Madame Johnstone Bishop, to the thundering of the great organ, sang gloriously for the masses, and Sarah Bernhardt acted for

ABBOT KINNEY

The Zanja used to run through Pershing Square to irrigate the orchards and vegetable gardens at Pico and Figueroa Streets and below.

an appreciative public. Yet one by one, Kinney was forced to lay aside his dreams. However, thanks to his financial resourcefulness, he made it pay; but along the line of syncopated music, barkers and roller coasters. Abbott Kinney, a unique character and a good and useful citizen, lived before his time, and is gone. A practical public now wants to fill his romantic canals and slick them over with prosaic asphalt.

President Rutherford B. Hayes looked in upon the community in 1878, causing quite a flutter. Likewise also did General Benjamin F. Butler, while campaigning. The Los Angeles & San Pedro Railway was extended to Timm's Landing. The Los Angeles Athletic Club came into existence in 1880 in Don Abel Stearns' old Arcadia Building, after a preliminary meeting in the offices of Frank A. Gibson. There were 41 charter members. Now there are 5,500 members and the holdings of the organization valued conservatively at $15,000,000, make it the wealthiest club in the world.

"There was much of pomp and circumstance and the 12,000 citizens and their guests participated joyously."

Los Angeles Starts Its Second Century

GENERAL GEORGE STONEMAN, later to serve as Governor, led a gay and emblematic procession under an imposing arch flung across Main Street upon the One Hundredth Anniversary of the founding of the City. The demonstration breathed of the community's romantic past. Mingled with up-to-date surreys and victorias were squeaking carretas pulled by bull teams, prancing California horses, silver-studded Mexican saddles and jingling spurs, caballeros and senoritas arrayed in colorful Spanish serape and mantilla; all bathed in the glory of September sunshine. There was much of pomp and circumstance and the 12,000 citizens and their guests participated joyously.

Helen Hunt Jackson came telling the world through the magic of her pen in magazine articles of the glories of California. With the help of Abbot Kinney she had done much research work. Now enjoying both the hospitality and the unstinted help of the Coronels, Don Antonio and Dona Mariana, she vigorously attacked the making of her famous novel "Ramona." The world knowledge of California has been vastly enriched by the now silent pen of Helen Hunt Jackson.

Los Angeles from Fourth and Main Streets in the middle eighties showing Hellman mansion in immediate foreground.

This photograph of Helen Hunt Jackson was taken while she was visiting Don and Dona Antonio Coronel here in 1882.

A branch of the State Normal came in 1882, with a principal, two assistants and 61 students. It settled in an orange grove at Belmont Terrace. A miner, panning out a nugget on Olive Street near Fifth, started some gold excitement. It was not uncommon after a rain to see small flakes of gold on the business streets, washed down from the hills. The first "grand excursion" under the management of Raymond-Whitcomb arrived.

Harrison Gray Otis, who served during the Civil War with President McKinley, came and was placed in charge of two youthful publications—the *Times* and the

When the Times built at First and Broadway in 1886 it predicted that Broadway would eventually become a business street.

Mirror. These were later merged as the *Times*, which is now directed by Harry Chandler, a son-in-law of the first manager. During the Spanish-American War, President McKinley commissioned Otis a Brigadier General of Volunteers and assigned him to duty in the Philippines. While he was away the city placed a tablet with the following inscription on the Times Building: "This tablet placed here by the people of Los Angeles, commemorates their appreciation of the effective services of the Los Angeles *Times* in the contest for a free harbor at San Pedro."

For 46 years a public drinking fountain stood in front of the Temple Block, until that historic pile was demolished to make room for the beautiful 28-story City Hall. This fountain was the gift of Harris Newmark, pioneer wholesaler who came in 1853, and whose faithful writings serve as a fountain of information to all students of local history to this day and hour.

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Westlake Park came into existence during the middle eighties.

The champions among Los Angeles wheelmen of 1888. Left to right: W. S. Wing, Arthur Allen, J. W. A. Off, and Master L. Kinney.

The telephone, then of dubious utility, had come only a year or two previously, and it was now followed by the electric light—both public and private. Mayor Toberman, on New Year's Eve, 1881, touched the button which shunted the old kerosene lamp, along with the tallow candle, into the glimmer that once was. Seven towers, each 150 feet high, carried sufficient street lights for all the city.

Governor Downey and wife were in a terrible wreck one January night near the summit of Tehachapi Pass. The engine had been detached to replenish fuel and water when the train slipped away in the darkness, jumped the rails, and was set afire by its stoves or perhaps its oil lamps. The sleeping passengers were crushed, mangled and burned. Over 20 perished, including the Governor's wife.

In the yard of the public school located out at Second and Spring, grew a

Gasoline was not the motive power for the Sunday afternoon spin to the beach back in the eighties. But as now, there were roadhouses to refresh the tired traveler.

"The School Board invested $12,500 in property away out near Fifth street running through from Spring to Broadway, now covered by the Arcade Building. Here it erected the Spring Street School."

beautiful grove of locust trees. When the property was sold by the School Board to the city, which proceeded to chop down the trees to make room for a city hall, a storm of public disapproval arose, that waxed long and decidedly vigorous. The city sold a part of the land, upon which was erected the Bryson Block. The School Board invested part of its money, $12,500, in property away out near Fifth Street, running through from Spring to Broadway, later known as Mercantile Place, and now covered by the Arcade Building. Here it erected the Spring Street School.

Bluffs lying along the west bank of the river, owned by the city since Pueblo days,—doubtless because no one would accept them as a gift,—were designated by the city as Elysian Park. And a very fine park has been made there.

Later on, the city was to receive a splendid tract of mountain, valley, rugged peaks and river-bottom lands, the gift of Colonel Griffith J. Griffith from whom it had purchased in 1884 for $50,000 certain water rights along the river. Sixteen years after he had made this gift, he gave also $100,000 with which to establish a Greek theatre and an observatory.

Pupils of the Spring Street School in 1885

"Don Carlos" Lummis Walks In

CHARLES F. LUMMIS, the writer, arrived after walking from Cincinnati by a round about way, covering 3,507 miles in 143 days. He had written breezy letters to the *Times* enroute and became city editor of that paper upon his arrival. In 1886 he was a war correspondent, covering the Apache campaign. Later he spent several years in studying Spanish-America from the Colorado to Chile, and in '93 was editor of *Land of Sunshine*, afterwards the *Outwest* magazine. Lummis founded the Landsmarks Club, resulting in preservation of the old Missions and bettering conditions of Mission Indians. He was City Librarian from '05 to '11. He, with others, founded the Southwest Museum to house the collection of the Southwest Society of the Archaeological Institute of America, which he founded. A unique career and a unique figure, he was a welcome visitor at the White House and at the home of Mexico's president. "Don Carlos" wrote many vivid books about this region and lectured much before scientific societies. With his own hands, he built his home, "El Alisal," constructing it around a giant sycamore, under which Greek George herded his camels before the Civil War. More famous people have made a pilgrimage to "El Alisal" than any other home in Southern California. There he died not long ago with warm November sunshine streaming in from the patio.

The first really creditable theatre was the Childs Opera House, located on the east side of Main, near First. It was opened in 1884 by Mlle. Rhea, starring in the "School for Scandal." "For obvious reasons electricity cannot be used in a theatre, but the gas jets will be lighted electrically," read the souvenir program of opening night. Before superseded, the old "Grand Opera House" offered Los Angeles such stars as Lawrence Barrett, Edwin Booth and Madame Modjeska. Adalina Patti, unable to engage the theatre, sang across the street over Mott's Market. The Orpheum Circuit opened there. Now it is a 10 cent motion picture house catering to Mexicans.

Mechanical transportation came with the cable car, a wonderful contrivance in its day. A line was first constructed on Second Street in 1884 readily negotiating the hills to the west. Others followed, but in 1886 an electric trolley line was

"More famous people have made a pilgrimage to 'El Alisal' than any other home in Southern California."

DR. CHARLES F. ("DON CARLOS") LUMMIS
"He WAS Southern California,—he WAS the Great, Southwest."—Editorial tribute paid upon his death, November 26, 1928.

installed out Los Angeles Street and Maple Avenue to Pico and then to the Electric Homestead Tract. The tract sold but the sheriff had to sell the car line. Howland, its builder, died in poverty. A network of cable lines was built before electricity as a motive force was tried again. That was in 1892.

United States Senator John Sherman and Sir Arthur Sullivan, composer of "Pinafore" and "The Mikado," were among the notables who were beginning to include Los Angeles in their travels. The city said goodbye to the last of its zanjas, or open ditches for conveying irrigating water. The saloon keepers organized a "League of Freedom" to fight a high license ordinance.

The Republicans carried the county for the first time in 1884. The city went Democratic as usual. Over the track of the S. P. from Colton came in November, 1885, the first Santa Fe overland train. The Southern Pacific in the meantime had built its Sunset Route. It was so successful as to invite competition.

"The first really creditable theatre was Childs' Grand Opera House. . . . Now it is a 10-cent motion picture house catering to Mexicans."

Martin G. Aguirre, of one of the old Spanish families, swimming his horse, heroically rescued some 20 people marooned by a great flood that filled all that territory between Wilmington Street and the eastern hills, nearly losing his own life. Los Angeles was isolated from the outside world a month by the rains. Mail arrived by boat. At First and Fort, the *Times* finally took root, where it has continued to this day. It became a daily and predicted that Fort Street (Broadway) was bound to become a business thoroughfare. Speaking of the business streets generally it said, editorially: "It is during but a few days in the year that the need of pavements is noticed."

Cable cars ran out Temple Street as late as 1903.

Cable cars finally displaced horse cars on Broadway in 1885. This picture was taken in 1888.

In 1886, the Southern Pacific and the Santa Fe had a falling out. A rate war developed which affected the growth of the city very materially. Round trips from points west of the Missouri came crashing down until they reached for a short time the amazing price of $15, and for a day at least, a rate of $1.00 was in effect. However, it went back to $50 for first-class and $40 for second-class tickets. This war started things and contributed to the great Southern California boom which followed.

Eastlake Park, now Lincoln Park, became an assured fact, and the city spent $5,000 in improving its long-neglected Plaza. The huge wall, 450 by 50, which graces New High Street was constructed by Victor and Prudence Beaudry at a

August 1, 1889, was a gala day in Boyle Heights when cable cars finally displaced horse cars.

"This was eventually connected with a dummy steam line which landed folks at a new suburban subdivision called Hollywood." Picture taken at Hollywood Boulevard and Wilcox Avenue in 1888.

cost of $100,000, a lot of money in those days. They immediately advertised in red ink a sale of hillside property. It was the Beaudrys who developed water of sufficient pressure to reach the heights. A fourth of the population then moved to Bunker Hill and Angeleno Heights.

William H. (Uncle Billy) Workman was elected Mayor and the paving of Main, Spring, Fort and Hill Streets was undertaken and accomplished. Prof. F. S. C. Lowe, of astronomical fame, undertook the making of gas from water, at $1.00 per thousand, in competition with the Los Angeles Gas Company. The water-gas outfit was swallowed by its competitor, and the big tank at the corner of Alameda and Seventh stands as a monument to mark the location of the lamentable attempt.

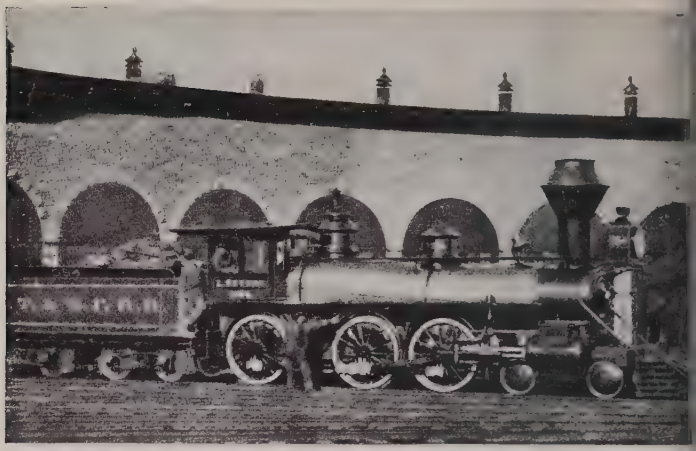
The old single-track railway system, with its switches and delays began to give way to the double track. However, trolley cars were not yet warmed or lighted by electricity; and the old reliable grease lamp still functioned as a headlight. The double track lines extended through the business section and beyond in many directions. A cable line had previously been built over Temple Street to the west.

High hats were necessary to formally open the City's first electric car line in 1886. The Sheriff later had to sell the line.

Peter Johnson, preacher, politician and pork-raiser, lent additional color to life in Chinatown during the eighties and nineties.

This was eventually connected with a dummy steam line, which landed folks at a new suburban subdivision called Hollywood. The *Times* in an editorial, classified those who should not come to Los Angeles: "dudes, loafers, paupers, those who expect to astonish the natives, those afraid to pull off their coats, cheap politicians, business scrubs, impecunious clerks, lawyers and doctors." Editor Otis then went on to assure the effete East that "Los Angeles people do not carry arms, Indians are a curiosity, the gee string is not a common article of apparel here and Los Angeles has three good hotels, 27 churches and 350 telephone subscribers."

Building the Santa Fe across the Arroyo Seco in 1885.



"Over the track of the S. P. from Colton came in November, 1885, the first Santa Fe overland train." This engine pulled it.

The Great Boom of the Eighties

THE years from 1885 to 1888 were hectic, history-making years; for within that brief period the great Southern California boom waxed and waned. The boom wave came in two distinct movements,—one the normal and legitimate effect of a railroad war, and the other a wild and hysterical frenzy, based upon the success of the first. The first brought well-meaning settlers, bent upon becoming citizens of the newly discovered land, and to develop and grow up with it. The second included some to invest, but many to gamble in real estate, and a few to swindle remorselessly.

The first found cheap and abundant land and undeveloped water, and a kindly climate, healing to their ill ones, and permitting them to labor out-of-doors throughout the entire year. After the manner of their kind, they tore vigorously into their various schemes for development. Shelter being needful, the sound of hammer and saw waxed loudly, and the demand for building material sent idle craft scurrying from northern woods, laden with still unseasoned lumber.

The great boom of the eighties. "There could be only one result,—westward travel increased by leaps and bounds."

The Garvanza-Highland Park section was subdivided in 1887. Nevertheless pastoral scenes like this were not uncommon there well up to the opening of the Twentieth century.

Daily the hearts of the newcomers warmed to the genial climate, and as a matter of course, they kept the mails hot with glowing and enticing missives to back-home folks. There could be only one result,—westward travel increased by leaps and bounds. If the railway rates had remained at $100 for one-way fare, and $150 for round trips, the influx of newcomers might have been absorbed without serious results. But they did not remain at those figures. The round trip could soon be had at $100 and the personally conducted excursion was quickly invented and in full swing. Many passengers sold or gave away their return tickets, or burned them, and joined the happy throng of boomers.

Los Angeles looked like this when the Santa Fe reached here in 1885. A view looking north on Spring Street from First.

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Looking east on Fifth Street from Grand in late eighties, showing Hazard's Pavilion where Philharmonic Auditorium now stands.

The Santa Fe and many of its officials and stockholders owned land, and it was to their interest to settle up the country rapidly thus stimulating the market for their holdings, and providing a freight-producing and a freight-consuming population. They therefore began cutting rates, as before mentioned.

From this on, things went wild,—but the wisest and longest-headed could not have foreseen just how wild. With overloaded trains running in several sections, dumping their eager, unsophisticated humanity, hotel and lodging houses filled to the bursting point. Those on the ground could not have been blamed for visioning the whole world coming their way and bent upon grabbing every inch of available land. Within two years the price of acreage and town lots advanced 300 per cent and beyond.

Hazard's Pavilion, displaced by Philharmonic Auditorium in 1905. Here Caruso, Melba and Calve sang, Mark Twain lectured, Jim Jeffries fought, Sam Jones preached, and Bryan campaigned.

"Mr. and Mrs. Wm. Jennings Bryan were tendered a tremendous banquet at Hazards Pavilion."

Speculators flocked in, many of them veterans of Iowa and Kansas booms, and wise to mob tactics. Some were genuine developers, and financially able to buy, improve, subdivide and sell to those who followed. But, alas, many were penniless or inexperienced, or out and out rapscallions. These did the mischief.

Full-bearing orchards and vineyards were secured on a bare promise to pay, and cut up into tucky little town lots, facing narrow streets running checkerboard fashion up and down hill, across gulches and over impassable rock piles.

Sawtelle Soldiers' Home, now within the city limits of Los Angeles, was started in 1887 as the result of recommendations of General Nelson A. Miles.

The start of the University of Southern California back in the eighties. The University was founded in 1880.

New townsites studded the railway rights-of-way like corn on a cob. Almost inaccessible locations were invaded by processions of unseasoned lumber, led by brass bands and fluttering banners. Eager would-be buyers trailed behind, together with flocks of hobos, bent upon partaking of the free lunch to be found upon the site of the new tourist hotel, or whatever it was that was to arise miraculously like a huge mushroom.

There were not offices enough to accommodate the perspiring dealers. Many lots changed hands daily, some several times a day. And, often at night, tired salesmen were roused from their beds to show their wares by lantern-light. Prices soared with each turnover. To quote one historian: "There were enough subdivisions to accommodate ten million, and syndicates to care for the affairs of a nation."

JUDGE ROBERT M. WIDNEY WILLIAM W. WIDNEY DR. JOSEPH P. WIDNEY

Much early history revolves about these three brothers. The Judge built the first car line; William was a noted subdivider; the Doctor, a great physician, led many civic movements.

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Looking southeast from Fourth and Olive when churches and schools stood on Spring and Broadway. Picture taken in 1890.

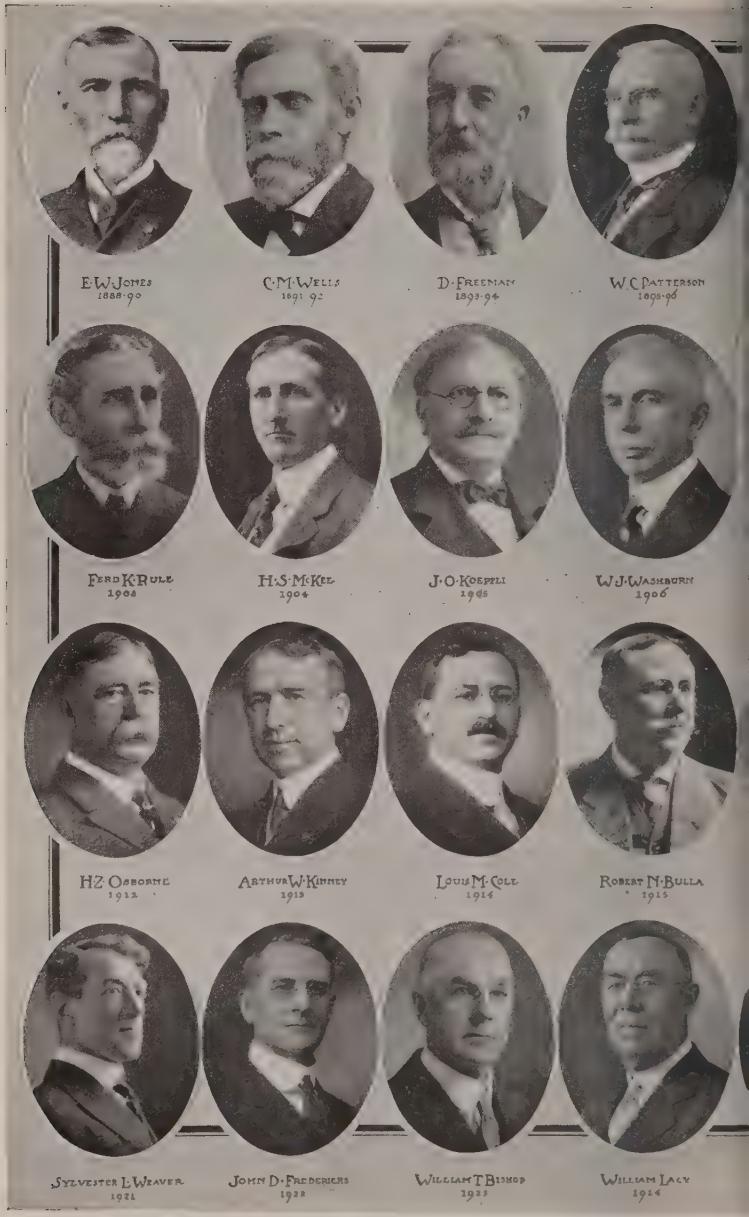
People stood in line by day, and hired substitutes by night, that they might secure choice business lots in some seething metropolis, which straightaway ceased to seethe.

"Millionaires of a day," to quote Theodore C. Van Dyke, "went about sunning their teeth, with check-books in their outside pockets." High pressure poets and journalists sang the praises of each new townsite. Eminent captains of industry and financial magnates alike went wild. Phil D. Armour, it is said, declared: "This is merely preliminary to a boom that will outclass the present activity, as thunder to the crack of a hickory-nut." Property bought and paid for was not so bad, but bought otherwise most generally brought only grief. Syndicates went broke and their holdings reverted to original owners. Failure resulted in loss of lifetime savings, bankruptcy and often in suicide. For years to come banks were foreclosing, lawyers were swamped and courts were cluttered with litigation.

Still, according to Willard, while it crushed individuals, when it is all summed up, the valuable improvements actually put over, the vast experience gained in the projects honestly put through, and the publicity that accrued to Southern California, made the great boom a decided asset. Not a single Los Angeles bank failed after the boom flattened out. The Security Trust and Savings Bank was founded then. "It is a good time to start," declared J. F. Sartori, "values are at rock-bottom again."

In 1887 General Nelson A. Miles, with Judge Bronson and other citizens cooperating, secured the donation of 300 acres of the old Vicente Rancho, and a like amount from the Wolfskill tract, upon which the Government built accommodations for 1,000 men, constituting the Sawtelle Soldiers' Home. In the same year the Llewellyn Iron Works were started. With the Baker Iron Works, the city now had two large industrial plants.

With land still cheap and plenty again, people begrudged enough to provide streets of adequate width. When it was proposed to widen Fort to the width to be found in Broadway today, which is indeed skimpy enough, the howl of protest that threatened to crack the welkin is remembered to this day by some who would like to forget it.



PRESIDENTS OF THE PRESENT LOS ANGELES CHAM

E FROM ITS ORGANIZATION IN 1888 TO 1929.

"On that street, between Second and Third, a new City Hall was built in 1888."

A Fresh Start—Forgetting the Boom

NOW that time was available, the community caught its second wind, as it were, and set itself vigorously to the task of weeding out the undesirables left as a legacy of the boom. Scoundrels of high and low degree, scamps and scalawags of sundry types, were made *persona-non-grata*, resulting in greatly improved social conditions. A new city charter was adopted. The present Chamber of Commerce was organized. Gambling houses were closed, and within two years a Sunday closing ordinance was passed. Moody and Sankey and later Sam Jones came along and helped in the clean-up. Many an old-timer was saddened when Fort Street became

HORACE BELL HARRIS NEWMARK JACKSON A. GRAVES

The reminiscences and memoirs of these three pioneers provide an invaluable store of knowledge to students of Southern California history.

Ninth and Spring Streets in the era of the brown derby, the hose cart and the horse-drawn fire engine.

officially only an historical memory and we had just another Broadway. On that street, between Second and Third, a new city hall was built in 1888. Many historic adobes around the Plaza were torn down to make way for a five-story hotel which never materialized.

Then happened a cluster of unrelated events,—I. W. Hellman, 30 years a great banker, departed for San Francisco, where he organized the Nevada Bank. The California Club, which had been organized over the old Tally-ho Stables in 1887, gave dinners to General Nelson A. Miles and J. F. Crank, builder of the cable car lines. Charles Dudley Warner, editor of *Harper's Magazine*, was a visitor, as were also "Sand Lot" Kearney, King Kalakaua of Hawaii, Mrs. General Custer and Cardinal Gibbon. Warner's book, "Our Italy," gave Southern California more fame. News came of the passing of General John C. Fremont. Henry M. Markham of San Gabriel Valley, was elected Governor. The beet sugar industry was started by the Oxnards. The orange growers, with W. A. Spalding presiding, first talked of cooperative marketing, presaging the California Fruit Growers Exchange. The Supreme Court by a land decision, made Governor Pio Pico an object of charity. The California Bankers' Asso-

Dan Moriarty, fire chief in the days before concrete construction and high water pressure.

"A visit from President Eliot of Harvard gave birth to the idea."

ciation was founded in the Council Chambers. President Harrison and Secretary John Wanamaker spoke at Hazard's Pavilion. The present Courthouse was completed. The Historical Society of Southern California held open-house at the Coronel hacienda. The "Wheelmen of Los Angeles" staged a race to Santa Monica, "most successful athletic event west of the Rockies." Ex-Mayor Spence donated $50,000 for an astronomical observatory, the start of the fame of Mt. Wilson as a place to see the stars. A visit from President Eliot of Harvard gave birth to the idea. A mass meeting at Hazard's Pavilion, presided over by Dr. J. P. Widney, drew up resolutions again demanding state division.

Before the Los Angeles Athletic Club moved to 226 South Spring Street it had been located in the Arcadia and in the Downey Blocks. Here are its wheelmen of the nineties.

"The big red schoolhouse on the hill," second home of Los Angeles High School, and occupied by it from 1891 to 1917. Inset, W. H. Housh, for 30 years its beloved principal.

The eyes of at least two nations were turned on Los Angeles on an October morning when the famous "Murchison Letter" appeared in the *Times*. This letter resulted in the recall of the Hon. Lord Sackville West, British Minister at Washington, D. C., and, many claim, the election of Benjamin Harrison as President of the United States.

A franchise for a railway running along the east bank of the river had been

Bicycle racing was one of the events in a track meet when the Los Angeles High School organized its first track team.

Laying the cornerstone of the first Friday Morning Clubhouse, 1899. The Club was organized in 1891.

secured, with the idea of affording a terminal for the Union Pacific from Salt Lake City. But this road changed its plans for a while and other parties took up the franchise and built lines to Glendale, Whittier and Pasadena. In 1891, St. Louis capitalists acquired these lines, built another to Long Beach and San Pedro and called it the Terminal Railroad. The Clark interests acquired that railroad,

The Ebell Club first met at the Hollenbeck Hotel. Later it built this clubhouse on Broadway just below Seventh. This picture was taken about 1905.

Madame Caroline Severance, "Mother of Clubs," Founder and first President of the Friday Morning Club.

organized the Los Angeles, San Pedro and Salt Lake Railroad and started through service to the Utah capital in 1905. In 1921 the Union Pacific bought the line.

In the dark closing days of the eighties, Judge Charles Silent started an idea which resulted in hundreds of the unemployed being put to work improving Elysian Park. That park stands today as a living monument to his wisdom. In 1890 William H. Workman and Mrs. J. E. Hollenbeck presented lovely Hollenbeck Park to the city. The following year Madame Caroline Severance, Founder and first President of the first woman's club in America, the New England Woman's Club of Boston, founded and became the first President of the Friday Morning Club.

La Fiesta parades were always reviewed by the Queen in her box at Fiesta Park. Mrs. Mark B. Lewis, shown here, was Queen of the third Fiesta.

Doheny Digs an Oil Well

SOUTHERN CALIFORNIA is undoubtedly the land of romance, of many romances, none of which is more fascinating perhaps, than the romance of oil. The story of the vast, far-flung fields, of which Los Angeles is both the geographical and financial center, is too big to relate in this small volume. But the development of oil within the city limits affords sufficient interest to be absorbed at one time. From the day on which E. L. Doheny and his partner, themselves sinking a shaft with pick and shovel, at 160 feet, tapped a flow of "black gold," frantic people in many parts of the city for some years thereafter spent their time and money in jabbing expensive holes into their yards in hopes of doing likewise.

Many have succeeded to an amazing degree. Fine residential districts have experienced the blight or blessing of oil development according to which way you want to look at it. The uncouth derrick, the noisy steam drill, the advent of cable and piping and fuel have ruined many a quiet and happy home; and alas, often

E. F. De Celis I. N. Van Nuys I. Lankershim Chas. Maclay

The last Spanish and the first American owners of the San Fernando Valley. De Celis once owned the whole valley. He and Andres Pico sold it for an average price of $1.50 an acre to Van Nuys, Lankershim and Maclay in the late sixties and early seventies.

None of La Fiesta parades back in the nineties were complete without the Chinese dragon from Chinatown.

without adequate results. Black derricks, springing up among the ornamental shrubbery or in the flower-bed, gigantic steel-shod mules dragging loads of material across the velvety lawns, finely paved roadways crushed and rutted by the wheels of ponderous tanks, and black, greasy, and redolent with the slosh and drip thereof—all this the price. Through our streets in the nineties surged huge tank wagons, often with trailers, drawn by four, six and eight mules each, sometimes four abreast.

However, only certain districts proved remunerative, and many producing wells petered out. One by one the 1,300 derricks came down, the saturated soil was dug under, the lawns remade, flowers bloomed, and the repainted dwellings became happy homes once again. Only here and there among the trees still stands a derrick, its blackened elbow day and night silently pumping a living for its owner. Edward L. Doheny, subsequently extending his operations over a continent, became one of the leaders in making Los Angeles and its Harbor the petroleum capital of the nation.

In 1893-94 came another cluster of events: The postoffice moved into a new

". . . other parties took up the franchise and built lines to Glendale, Whittier and Pasadena." This, the Pasadena Railroad, was the start of the Union Pacific System in Southern California.

School children used to march in La Fiesta parades. Here are the girls of the Sixteenth Street School ready to join in the line of march.

federal building at Main and Winston. The Santa Fe built its present station, a Southern California exhibit blossomed forth at Chicago World's Fair, with Major Ben Truman in charge. Russel Judson Waters, banker and Congressman, published his book, "El Stranjero." The Ebell Club was founded.

Like Doheny's oil well, another "find" resulted from the starting of La Fiesta de Los Flores, a colorful affair launched in 1894, repeated the next year and the following, and which did much to bring together progressive elements, and to set a new pace for the community. Taking an active part, was a one-time horse-car driver, L. E. Behymer by name, who had already developed qualities which enabled him to step out as an impresario. Henry M. Stanley was his first attraction. He brought the city its first grand opera in 1886. Since that time he has successfully managed many operatic and other musical features and provided dramatic and literary entertainment without end. Today he finds himself an honorary member of more musical societies than any man in America, and Los Angeles, one of the world's great musical and dramatic centers.

Judges reviewing 1897 La Fiesta floats at Fiesta Park, Pico and Grand Avenue.

E. P. Clark — Gen. M. H. Sherman

They built the city's first urban and interurban electric lines and conceived the Hollywood and Vineyard Subways.

Interurban Cars—The "Free Harbor" Fight

THE nineties, generally unproductive because of the national panic and a long local drought, nevertheless made two major contributions to Los Angeles development,—first, the start of our great interurban electric car system; and second, the start of our great modern harbor. General M. H. Sherman and E. P. Clark were responsible for the first,—Senator Stephen M. White with the support of the Chamber of Commerce, the *Times* and the city generally, the second.

In 1894, General Sherman and Mr. Clark, brothers-in-law, merged all the local

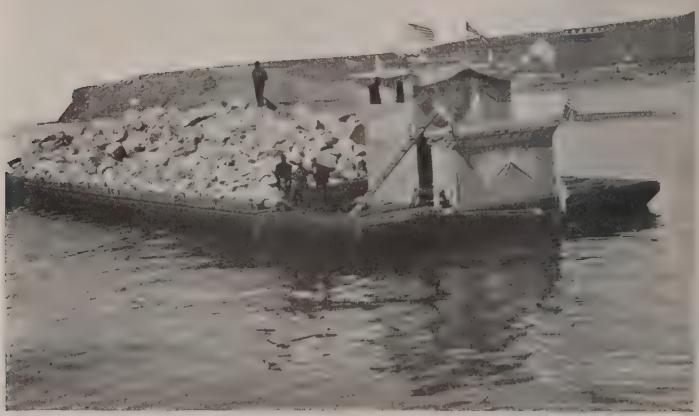
S. O. Houghton — Thos. E. Gibbon — Judge Walter Bordwell

History makers for Los Angeles Harbor. As Congressman in 1871 Mr. Houghton secured the first Harbor appropriation. Mr. Gibbon was dominant in the fight for a "Free Harbor" and was a member of the first Harbor Board. Judge Bordwell rendered the decision which gave Los Angeles possession of the waterfront.

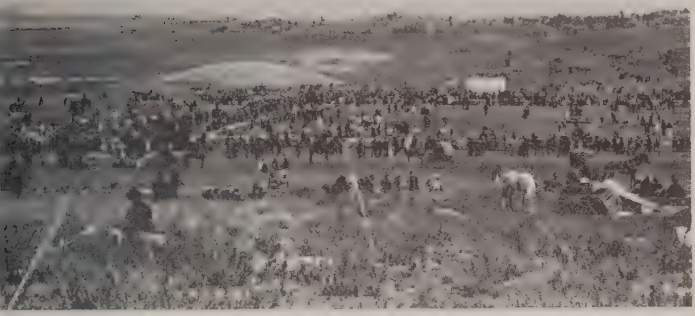
"A year later (1896) they had electrified the old steam line that ran out through Hollywood to Santa Monica." The first cars to reach the beach are shown here.

cable and horse-car lines under the Los Angeles Consolidated Electric Railroad Company. Then they acquired the local horse-car lines in Pasadena and joined Los Angeles and Pasadena with an electric line in 1895. A year later they had electrified the old dummy steam line that ran out through Hollywood to Santa Monica. In 1909 the two interurban lines were sold to the Southern Pacific which consolidated them with the Pacific Electric, started in the meantime by Henry E. Huntington.

Up to the nineties the government had spent about $900,000 in dredging the Inner Harbor. Vessels drawing more than 17 feet could not enter. There was no Outer Harbor. A great sea wall must first be built. An effort to secure a Con-



"It was only when the contractor dumped the first barge of rock off Point Firmin on April 26, 1899, that the people felt sure a ten-year fight was really won."



"Then they celebrated for three days,—first with a giant barbecue at San Pedro."

gressional appropriation for that purpose in 1892 failed. Instead, a board of engineers was appointed to review previous recommendations and report on the comparative merits of Santa Monica, Redondo and San Pedro. The engineers reported in favor of the latter as the best site for the much-needed Los Angeles man-made deep-sea Harbor. Previous to this, Senator William B Frye of Maine, chairman of the Senate Committee on Commerce, had visited here. To a Chamber of Commerce Committee, which was urging the San Pedro site, he said: "Why, where are all the ships? I was given to understand there was something of a harbor here! Well, as near as I can make out you propose to ask the government to create a harbor for you almost out of whole cloth. The Lord has not given you much to start with, that is certain. It will cost four or five millions to build, you say; well is your whole Southern California worth that much?"

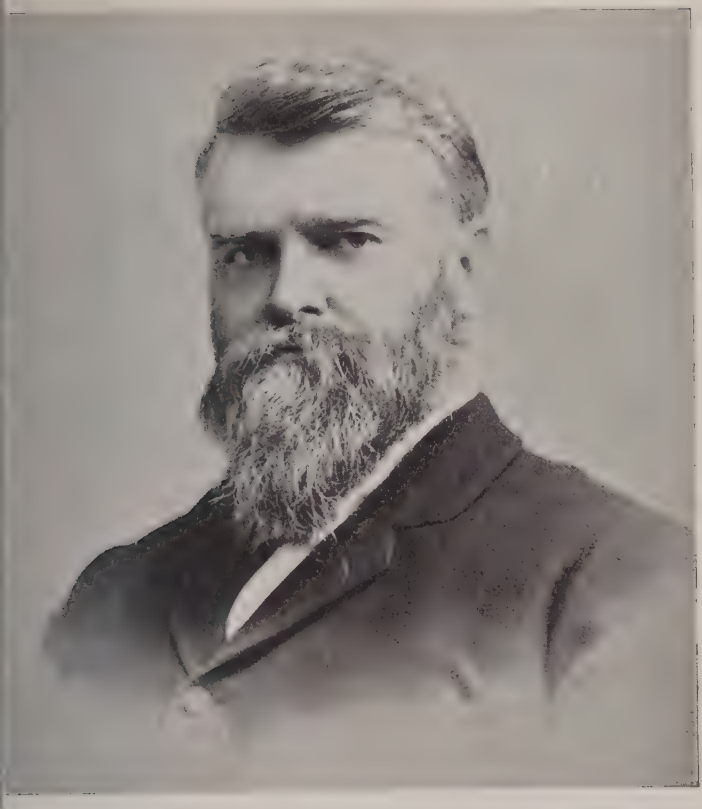
Los Angeles had to fight longer for the breakwater at the Outer Harbor than she has for Boulder Dam. Finally in 1899 rock for the big seawall began to arrive.

Interesting personalities in the historic harbor contest of the nineties.

Frye continued his opposition to San Pedro for years. Finally in 1896, when he introduced a bill appropriating $2,900,000 to build a great sea wall at Santa Monica instead, a tremendous fight that will always live in Los Angeles history ensued. So many protests from authoritative sources against the proposed improvement were forwarded to Washington, accompanied by demands that it be changed to San Pedro, that the item was struck out of the House bill, and Los Angeles was left, as in previous years, with no appropriation for deep-water work. When the matter came up in the Senate, Stephen M. White, Democrat, who was a resident of Los Angeles, and a member of the Senate Committee on Commerce, demanded that the money be appropriated for San Pedro and when that was refused, that the whole question of location be left to a third board of engineers. The Commerce Committee refused this compromise, and put back in the bill the appropriation for Santa Monica. The fight was then carried to the floor of the Senate, and at the end of a long struggle, White's plan was adopted. The brilliant California Senator's three-day debate with Frye was one of the most memorable in Senate history.

After White's victory two more years of extraordinary and exasperating delay held up actual construction of the breakwater. Time passed but no bids for the breakwater were advertised for. The people grew impatient. Investigation developed the fact that President McKinley's Secretary of War, Russel M. Alger, was delaying action apparently with the hope that Congress might again take up the harbor question. Appeals to Alger were met with trivial excuses or treated with indifference. After more than a year had been wasted and nothing done, a Chamber of Commerce committee, of which John T. Gaffey is the lone surviving member, appealed directly to the President. Mr. McKinley then forced Alger to advertise for bids. The apportionment for the harbor was $2,900,000. The lowest bid was from a Chicago firm, Heldmeier & New for $1,303,198.

It was only when the contractor dumped the first barge of rock off Point Firmin



The Hon. Stephen M. White. His long and memorable struggle in the U. S. Senate for Los Angeles Harbor has only found its counterpart in the long and memorable struggle for Boulder Dam before the same body.

on April 26, 1899 that the people felt sure a ten-year fight was really won. Then they celebrated for three days,—first with a giant barbecue at San Pedro, next with a La Fiesta parade in Los Angeles and next by presenting a loving cup to C. D. Willard, Secretary of the Chamber of Commerce, placing a tablet on the Times Building and starting a fund to erect the statue of Senator White, now standing before the Courthouse.

Willard, before the Harbor fight, was Secretary of the Jobbers Association, organized to protect rights of shippers in commercial territory. By its efforts, rates were obtained in the San Joaquin Valley, putting Los Angeles more on an equality with San Francisco. During his exceedingly busy and useful career, Mr. Willard served not only as Secretary of the Chamber of Commerce, but helped to organize the Municipal League and the Sunset Club. He also helped launch the *Land of Sunshine,* a publication made famous by the late Charles F. Lummis; contributed to the San Francisco *Argonaut,* wrote much on local history and a high school text-book on city government. He was a life-long correspondent of Theodore Roosevelt and when the latter visited here he always spent as much time as possible with his friend and advisor.

"He builded better than he knew," reads the inscription under his bust in the foyer of the Chamber of Commerce.

Golfers who competed in the first Southern California amateur championship golf tournament held at the old Los Angeles Country Club links in 1900.

Municipal Water—Frank Wiggins—Golf

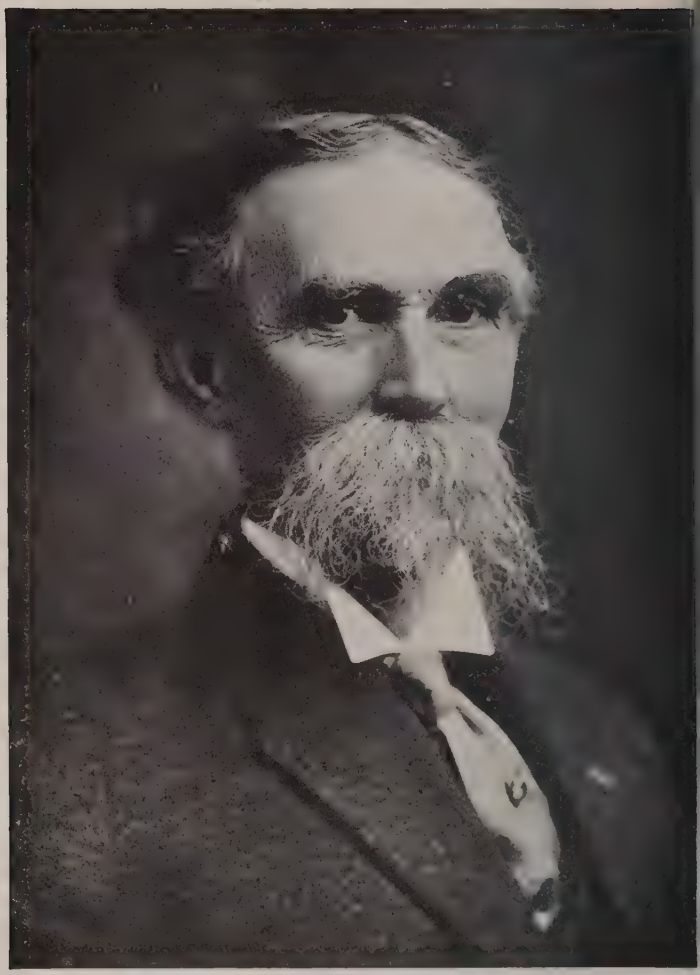
THE nineties also left as their legacy, municipal ownership of water, the first country club and Frank Wiggins. The latter was an institution for three and a half decades, for he *was* the Chamber of Commerce. From within a year after the founding of the Chamber, when he started as manager of its exhibits, until his death in 1924, he was intimately connected with every movement for the upbuilding of Los Angeles and the advertising of the state. For 30 years he served as its Secretary and Manager. "An institution is but the lengthened shadow of a man," reads the inscription under his bust across the foyer from that of Charles Dwight Willard, at the Chamber of Commerce building. He built the Los Angeles Chamber to the largest and most effective in the United States. Those attending his funeral made a veritable "Who's Who" of the city.

"Here it raised the initiation fee to $10 and called itself the Los Angeles Country Club." In 1900 the Club bought land at Pico and Western at $250 an acre.

Clubhouse of the Los Angeles Country Club. In 1897, as the Los Angeles Golf Club, this was the only country club in Los Angeles or vicinity. Now there are fifty.

Five years after Wiggins rose to the Chamber Secretaryship, municipal ownership of the water supply became an assured fact. Taking advantage of the expiration of a lease to the waters of the Los Angeles River made to Griffin, Beaudry and Lazard shortly after the close of the Civil War, the city in 1899 bonded itself for $2,000,000 to buy the plant and system which the water company had in the meantime built up. The bonds carried 7 to 1. A board of five prominent business men was appointed to manage the venture and they made a success of it from the start. Fortunately, also, they had the vision to see that Los Angeles could not continue its

No attempt was made to dam the Los Angeles River until 1861. This shows the first reservoir. Wooden pipes carried the water to consumers.



Frank Wiggins. "He built the Los Angeles Chamber of Commerce to the largest and most effective in the United States."

growth and depend upon the Los Angeles River as the sole source of water. Within six years after the people voted the $2,000,000 bond issue, they voted a second issue of $24,500,000 to build the great Owens River Aqueduct. But that is another story.

Only a few Englishmen, Santa Monicaward, ventured the game of golf before 1897 around Los Angeles. It was looked upon almost as something un-American. But a few hardy souls, about 20 in number, finally sank some tomato cans in vacant lots centering around Pico and Alvarado and began teaching themselves the game. Overnight the sport became so popular that the Los Angeles Golf Club was formed and a larger plot of ground secured near the Rosedale Cemetery where a clubhouse costing $300 was erected and painted by the members themselves. Before 1900 had arrived five other clubs had sprung up in as many neighboring cities so that on

An engineering conception of Los Angeles Harbor published during the historic "Free Harbor Fight" of the nineties.

the initiative of Ed. B. Tufts and J. F. Sartori, charter members of the Los Angeles Golf Club, the present Southern California Golf Association was brought into being at a meeting held at the Security Bank. And during 1900, Mr. Tufts and Mr. Sartori again taking the initiative, acquired for their club at $250 an acre, enough grazing land at Pico and Western Avenue for an 18-hole course. Here the club moved its $300 clubhouse, raised the initiation fee to $10 and the membership list

The reality. What Man has wrought at Los Angeles Harbor since 1899. Compare with sketch above. This port is second only to New York in total tonnage handled.

The "Old Seventh" marching away from its Armory at Eighth and Spring Streets for the Spanish-American War.

to 300 and called itself the Los Angeles Country Club. Bruce, a colored man with an express wagon, was engaged to carry the golfers from the end of the Pico car-line to the clubhouse. The problem of refreshments was solved by Saul Schultz, an enterprising German, opening up a little beer garden across the way. What labor was needed was hired at $2.00 a day. Greens constructed with a Fresno scraper, a couple barrels of oil and a layer of sand never ran the club more than $15. And

Celebrating the 400th anniversary of the discovery of America on Columbus Day, 1892. Electric cars began running regularly that year for the first time. Scene, Second and Spring Streets.

"The growing popularity of golf throughout the country will eventually bring thousands to live in Southern California . . . . . "

besides during the winter, the rains provided grass for the course gratis. On this course on Washington's birthday, 1900, 29 contestants teed off in the qualifying round of the first tournament of the Southern California Golf Association. Thirteen years later more than 100 teed off in a similar tournament, but at Beverly Hills rather than Pico and Western. The latter course by that time was covered by apartment houses and corner drug stores. Southern California's pioneer country club had been forced to move eight miles further into the country to secure adequate acreage. The five club members in the 1900 tournament had expanded to 45 clubs in the twenty-fifth anniversary tournament. And the 75 golfers in Southern California at the opening of the century had expanded to 25,000 at the close of the century's first quarter. Prophetic indeed was the assertion of Mr. Sartori on his return from an Eastern trip in 1900: "The growing popularity of golf throughout the country will eventually bring thousands to live in Southern California. We must get ready for them."

The nineties saw other changes and events. Bunker Hill was pierced by the

J. M. Guinn H. D. Barrows Mrs. A. S. C. Forbes A. M. Ellis

The writings and research of these former officials of the Historical Society of Southern California in local history are invaluable.

By 1895 small business was creeping down Broadway below Sixth.

Third Street tunnel at the cost of six lives, and crowds went out to Inglewood to climb down a big manhole and inspect Los Angeles' first outfall sewer. The wheelmen petitioned the Council to sprinkle the streets after 8 A. M. so that business men would not arrive at their offices with strips of tire-thrown mud up their coats. People complained because street lights were turned off on moonlit nights. Gasoline torches instead of electric lights illumined the night pageant of the '95 Fiesta because they "were more dependable." Mrs. Sepulveda sold 120 feet of Broadway frontage

The last "get-together" of the Old Timers. The famous Rowland-Harkness barbecue at La Puente Rancho in 1898. Every man of prominence of that time is in this picture.

The Friday Morning Club entry in La Fiesta parade of 1900.

for $25,000. She had paid $50 for the lot in 1850. Merchants complained of horses being left hitched in front of their stores for hours at a time. Harley Hamilton organized and directed the Los Angeles Symphony Orchestra, forerunner of the present Philharmonic. Twelve thousand teachers came for the N. E. A. Convention at Simpson's Auditorium. The Council borrowed $600 from their next year's budget to help entertain them. Mr. and Mrs. William Jennings Bryan were tendered a huge banquet in Hazard's Pavilion. The University Club was organized at Russ Avery's home on Broadway below Ninth in 1898. It held its meetings at Al Levy's cafe.

President McKinley arriving at the Hotel Van Nuys in 1901.

In 1911 the Pacific Electric built out through Cahuenga Pass to the San Fernando Valley.

Huntington and the Twentieth Century

THE year 1900 meant more than the mere turn of a century to Los Angeles. It was the turning point from a small city to a metropolis. The census of that year reached 100,000. The national census was just under 76,000,000. It was the year of the Galveston tidal wave, the final free silver campaign, the Paris Exposition and the Boxer uprising. One looking at the *Evening Express* then, read of Aguinaldo and the Igorrotes, Oom Paul Kruger and the Boers, Beveridge and Bryan on Imperialism. A glance at the advertising pages showed United States Senators and Spanish War generals indorsing Peruna. One looks in vain for a movie star or a grand opera singer doing the same for Lucky Strikes. One also looks in vain through either advertising or news columns for such words as radio, chauffeur, highjacker, chain store, Volstead Act, garage, aviator or income tax. There is a mention of "horseless carriages," but phaetons, buggies, runabouts and tallyhos are pictured in the display ads. One looking at the *Express* classified items in the issue of January 8 notes this: "Wanted—A lady cashier for a store. $8 a week. Name two or three references."

How things have changed! They changed quickly in Los Angeles and the outstanding reason was Henry E. Huntington, the world's greatest builder of electric railroads. Coming to Los Angeles just before the twentieth century opened, from San Francisco, where he was first vice-president of the Southern Pacific Railroad and owner of the street railway lines, he bought into the Los Angeles Railway Company. The development of that company to the second largest urban system in the United States and the radiating interurban electric system, the Pacific Electric, into the greatest on earth, constituted the unique achievement of a life that was notable for its accomplishments long before he came from the East. The result was the transformation of Los Angeles within a decade into a great modern city and the development of the country within a 90-mile radius to the highest standard of civilized life. Huntington started the Pacific Electric Railway in 1902 with the construction of the Pasadena Short Line. Then followed in quick succession the Monrovia and Whittier lines in 1903; the Glendale, Newport and San Pedro lines in 1904; Huntington Beach and Santa Ana in 1905; Sierra Madre and Balboa, 1906; Covina, Glendora, 1907; La Habra, 1908; Huntington Beach to Santa Ana, 1909; San Dimas, 1911. In the meantime he had acquired lines to Redondo, Inglewood and Hawthorne. Sold to the Southern Pacific in 1911, these lines were consolidated

Henry E. Huntington was Los Angeles' and Southern California's greatest builder and benefactor.

with the Sherman-Clark lines to the west bay district and others were built to Pomona, Ontario, Riverside, San Bernardino, Redlands, Seal Beach, San Fernando Valley and Corona in the next four years. By 1916 there were 1063 miles of interurban lines radiating from Los Angeles as compared with 20 miles when Sherman and Clark extended iron rails out through the wild mustard to the beach.

At the center of this empire of electric railroads, Huntington built the Pacific Electric Building at Sixth and Main streets in 1903, which started a building program of downtown skyscrapers that has continued without interruption, save for the War, to this day. And when the rails blazed new trails, Southern California saw real estate move in considerable quantities for the first time since the eighties.

To crown his beneficence to this favored region and state, Henry E. Huntington left it his priceless art gallery and his great library at San Marino upon his death, last year. These institutions attract art lovers and savants from everywhere.

"No President has ever been more intimately associated with the growth of Los Angeles than Theodore Roosevelt." This picture was taken during his 1903 visit here.

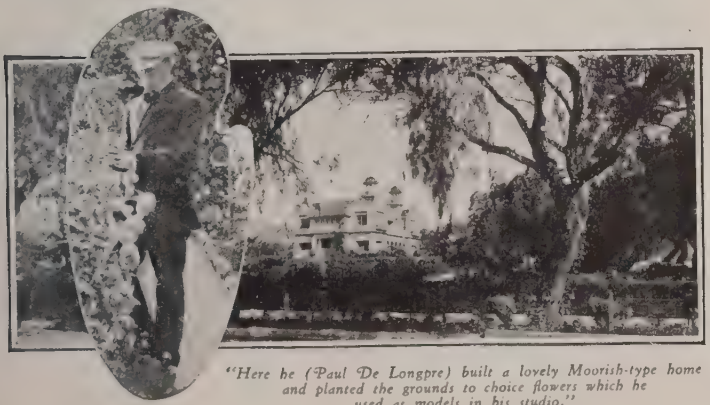
Roosevelt Comes—The Canal—De Longpre Trades a Painting

WHILE the steel frame of the Pacific Electric Building was mounting skyward, Theodore Roosevelt, twenty-sixth President of the United States, unshaven and travel-dusty, rode by and asked about it. He was being greeted noisily by brass bands, "Teddy's Terrors," a political marching club, and the populace generally. Great cheering throngs lined the sidewalk from the station to the Westminster Hotel, where he addressed a large luncheon meeting. Then followed in quick succession a La Fiesta parade review, a speech at Central Park, now Pershing Square, a hurried sight-seeing trip down Figueroa Street and out West Adams, a reception at the Westminster to a San Diego delegation and the tendering of a De Longpre painting by the famous floral artist in person. At 6:30 the President found time to shave before going to an elaborate dinner.

The Strenuous One noted an extra fervor in the Los Angeles greeting. The reason was that the previous June he had done something that eventually was to mean as much to the city as Huntington's railroad building. Twenty Presidents and twice as many Congresses had talked about building the Panama Canal. Roosevelt stopped the talk by starting to dig the big ditch. Roosevelt, the man of action, was to visit Los Angeles again in 1911 and receive an equally fervid reception. The reason then was that he had made it possible for Los Angeles to dig its own ditch, the Owens River Aqueduct. It had been necessary to secure the passage through Congress against strong opposition of a special right-of-way act, granting free right of use to the City of Los Angeles of all public lands required for canals, reservoir and power sites in Inyo, Kern and Los Angeles Counties. Without the aid of President Roosevelt, who crushed a last-minute filibuster, the bill would never have passed. No President has ever been more intimately associated with the growth of Los Angeles than Theodore Roosevelt.

"Twenty Presidents and twice as many Congresses had talked about building the Panama Canal. Roosevelt stopped the talk by starting to dig the big ditch."

Paul De Longpre, the celebrated French flower painter who was received by the President that busy, shaveless afternoon at the Westminster, had in 1901 traded three of his masterpieces to Mrs. Daeida Wilcox Beveridge for three acres of land at Hollywood Boulevard and Cahuenga Avenue. Here he built a lovely Moorish-type home and planted the grounds to choice flowers which he used as models in his studio. Garden and gallery became famous. No tourists felt that they had seen California until they had visited there. Many a tourist, charmed, stayed and built a home. After the artist died, the steam-roller of progress obliterated the home and the flowers. Few now living in Hollywood know that De Longpre used to pluck his choicest roses where now stands Warner Brothers Theatre.



"Here he (Paul De Longpre) built a lovely Moorish-type home and planted the grounds to choice flowers which he used as models in his studio."

You could hardly blame old Engine Company 5 for calling them their "White Angels."

The Earthquake and Fire—Los Angeles to the Rescue

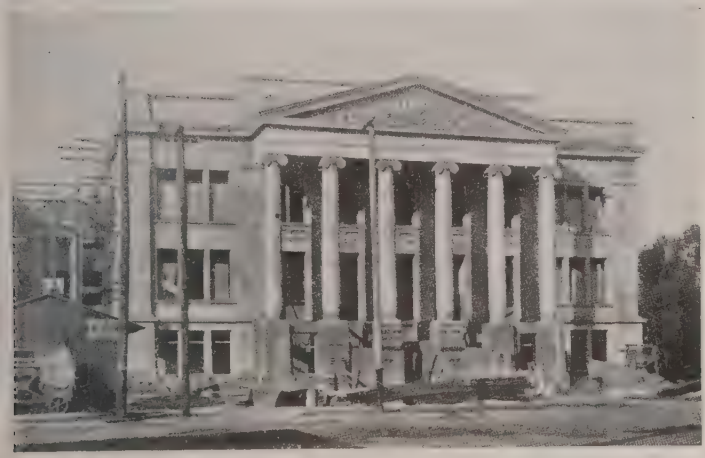
IN 1906, on the 18th of April, quite early in the morning, came an earthquake, felt as far south as San Diego, that broke water and gas mains and tangled electric wires in the north, causing a fire that destroyed San Francisco. As the details dribbled in over one remaining wire, showing the dire need of those in the stricken district, a great impulse to help manifested itself immediately. Like magic, Los Angeles and other communities organized their forces. Relief trains, burdened with doctors, nurses, soldiers, food, clothing and medicine, sped northward. Freight cars were quickly backed up into Los Angeles streets and crammed with tents, bedding, clothing and shoes. People stripped their homes and merchants their shelves. Night and day the work went on to render relief. Newspapers and other organizations collected funds, much of which went forward by wire, as soon as wires were

At the ceremony accepting the gift of Griffith Park from Col. Griffith J. Griffith in 1896.

When Arthur Letts built Bullocks in 1906 he established a new shopping district.

available. Pitifully destitute refugees began coming in. The fierce rivalries, natural to commercial neighbors, were forgotten. The Jobbers Association took measures to discourage taking advantage of the disorganized commercial affairs of the Bay Region. Taken all in all, it might be said that the San Francisco fire was a disaster not unmixed with good to the entire West Coast.

In 1909 President Taft put in three days at sightseeing. A non-partisan direct primary plan was adopted and party names were dismissed from the ballot. "Uncle" George Alexander was elected Mayor. Aviation, then in the raw, received a great



In 1905 the city began building its second high school, the Polytechnic. Now there are 33 senior high schools.

America's first air meet was held at Dominguez Field in 1910.

impetus, when a tremendous meet was held in 1910 at Dominguez Field, that has gone down in history, and is still spoken of enthusiastically. San Pedro, voted into the city in August of the previous year, along with a weird section of territory, known as the "Shoe-string District," took its place as a part of the metropolis, thus making Los Angeles a seaport in fact. The breakwater was completed in 1910. The census gave us a population of 319,198.

The Historical Society of Southern California and kindred organizations, taking

On January 18, 1910, Paulhan established a world record for sustained flight when he flew a Bleriot monoplane from Dominguez to Santa Anita Ranch and back—45 miles.

Looking west on Fifth Street in the good old days of fire horses and the Normal School.

advantage of the fact that the State had leased to the city and county Agricultural Park for a period of 50 years, set in motion a movement that resulted in groundbreaking for the great Museum and other buildings that now grace this property. Soon after the opening of the Museum, it received that marvelous collection of well-preserved bones found in the La Brea asphalt pits. These remains make known the fact that this part of the world was at one time a tropical region, swarming with life peculiar to it; much of which perished within a small area under the most dramatic

Roosevelt sent the Navy around the world in 1908. Here is the famous White Squadron arriving at the Harbor.

"Perhaps no single event so thoroughly shocked the community as the dynamiting of the Times plant on October 1, 1910."

circumstances. These pits on the old Hancock ranch have been of great interest to both scientists and laymen from all over the world.

Perhaps no single event so thoroughly shocked the community as the dynamiting of the *Times* plant by its enemies, which occurred on October 1, 1910, with the loss of 20 lives. The uncertainty of the identity of the culprits, their search and final detection, their long drawn-out trial, and the trials that resulted therefrom, upset the community for many months. Legal talent of national repute was drawn into the case. The plant was rebuilt, as might have been expected, in a manner more in keeping with the period.

The southeast corner of Seventh and Grand looked like this as late as 1905.

Copyright, Spence.

The Hollywood that has grown up since the advent of the motion picture industry in 1911.

Hollywood Annexed—The Movies Rent a Barn

STRUGGLING for an adequate water supply, Hollywood came into the city in 1910, surrendering her legal status, but not her well-earned identity. Hollywood had long been known as a choice residential town, having well-established schools, churches, clubs, the first Southern California motorized fire department, and a government above reproach. Her population stood at 4,000. But no sooner a part of Los Angeles than she was to become internationally famous. Within a decade 100,000 more people were coming to live. De Longpre's paintings had attracted hundreds. De Mille pictures were to attract thousands—tens of thousands. A fame based on water colors, frostless citrus groves and winter vegetables was to be overshadowed and entirely replaced by one based on studios, styles and stars. And just before this happened the nestor of the Hollywood of Yesterday passed away. Paul De Longpre died only a few weeks before David and William Horsley came from New Jersey with the Nestor Film Company and started the Hollywood of Today. This they did by renting the old Blondeau barn for a studio one day and starting "shooting" a "Western" the next. Their whole capital was $2,500 and each day counted. The natives, unacquainted with Nestor's arrival, were actually frightened when they saw its heavily armed cowboys galloping up Beachwood Drive to "fight" Indians in what is now Hollywoodland.

Hollywood had been founded by Mr. and Mrs. Horace Henderson Wilcox, Kansas Prohibition pioneers, the year Edison began to dream at his West Orange laboratory of the pictures that move. By the time the Kinetoscope Company opened

". . . . David and William Horsley came from New Jersey with the Nestor Film Company and started the Hollywood of Today."

up its little peep-show parlor on Broadway, New York, in 1894, Hollywood had grown to 200 population. By the time the Horsleys, Al Christie, Thomas Ricketts, Dorothy Davenport, Milton Fahrney, and the rest of the Nestor Company began to beat paths through the sage and wild mustard, the nation had about 5,000 motion picture theatres and Los Angeles a dozen or more—but Hollywood lacked even a nickel-odeon. It wasn't that sort of a town.

Motion picture companies were not unknown in Los Angeles when Hollywood was discovered as the future cinema capital. As early as 1904 a film had been shot in old Chutes Park of Roy Knabenshue's old dirigible. Colonel Selig had rented a boom-time mansion at Eighth and Olive early in 1908 and had there made "In the Sultan's Power," the first complete motion picture made in Los Angeles. In 1909 the New York Motion Picture Company sent on the old Bison Company which turned out an average of a "Western" every day and a half in Edendale. In January, 1910, came the Biograph Company with D. W. Griffith as director. With him and unknown to fame were Mack Sennett, Arthur Johnson, Owen Moore, Mary Pickford, Florence Lawrence, Marjorie Favor and Lee Dougherty. Mary Pickford had started the year before at $5.00 a day. In 1910, Essany, and then Kalem came to the Coast.

Lasky, with Cecil De Mille and Dustin Farnum as director and star respectively, ventured to Hollywood in 1913 and, like Nestor, rented a barn across from Stearn's orange orchard and made the "Squaw Man." Unlike Nestor, which had refused to buy five acres around their barn at $4,000 because someone in New Jersey had cautioned them to "beware of California real estate agents," Lasky purchased acreage around his stable and built a permanent studio. That property is now worth millions.

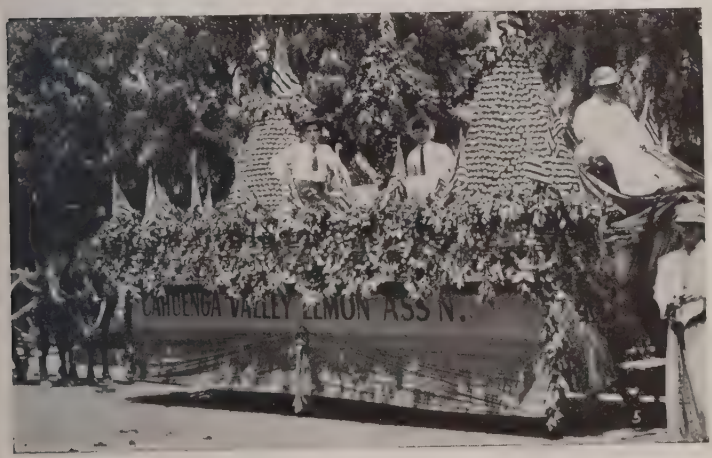
Before 1913 had passed, Mary Pickford had made "Tess of the Storm Country" for $1,000 a week and Griffith, originator of the "switch back," the "fadeout" and "sustained suspense," was filming "The Clansman" or "The Birth of a Nation," using for the first time extras numbering into the thousands. Talk of the vast operation on the Griffith lot had Los Angeles agog. There were mutterings of race war and when the picture had its premiere at Philharmonic Auditorium on February 8, 1915, the police were massed for a possible riot. None materialized, however, and overnight Henry Walthall, Mae Marsh, Elmer Clifton, Robert Harron, Lillian Gish, Joseph Henabery, Sam de Grasse, Donald Crisp and Jennie Lee became stars or featured players. The fame of this picture has never been excelled since. Ten years later it was a box office attraction. The public has spent $15,000,000 to see it. It helped in eventually making Los Angeles the permanent and recognized seat of the motion picture industry.

Los Angeles' first film shot May 3, 1904, showing Knabenshue's pioneer dirigible.

Early principals at Lasky's studio, shortly after he opened in a Hollywood riding stable. Seated (left to right) Lolita Robertson, Jessie F. Lasky, Bessie Barriscale; (standing) Oscar Apfel, Max Figman, Charles Richman, Wilfred Buckland, Theodore Roberts, Robert Edeson, Edward Abeles and Cecil B. De Mille.

The epoch-making year of 1913 saw Charlie Chaplin leave a traveling troupe of English pantomimists playing at Tally's old Empress Theatre and go to work at the Keystone lot for $150 a week. Two years later found him receiving $10,000 a week and the most widely visualized personality in the history of the world.

Then Selig took Kathlyn Williams, a Butte, Montana stock actress, and made

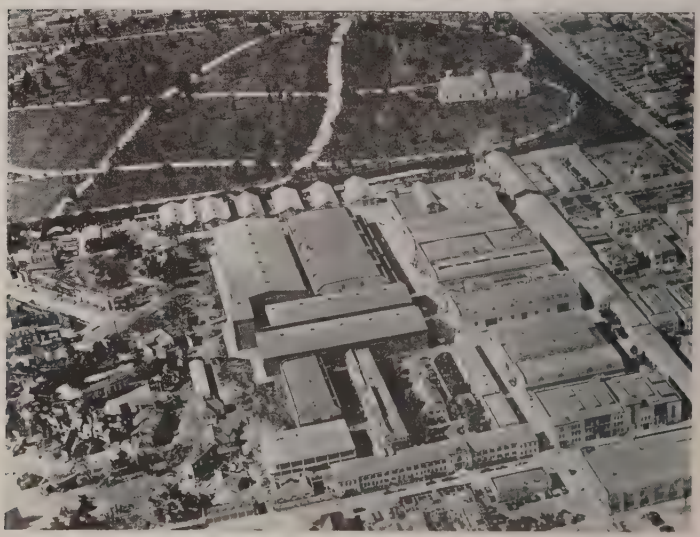


There were enough citrus fruit growers in Hollywood the year the movies came for them to have their own association and packing plant.

"Few now living in Hollywood know that De Longpre used to pluck his choicest roses where now stands Warner Brothers Theater."

her internationally famous as the heroine of "The Adventures of Kathlyn." She has remained one of the most consistently successful cinema actresses ever since.

Selig did as much for William Farnum in "The Spoilers." Fox took Farnum away from Selig with an offer of $1,000 a week, but was soon paying $10,000. Laskys brought out Geraldine Farrar in a private car and for $20,000, a house,



One of Hollywood's great smokeless "factories" where are made the pictures that move.

"Motion picture studios are now far-flung in a circle that recognizes Hollywood as its center."

servants, groceries and motor car had her make "Carmen," "Maria Rosa" and "Temptation." Fox brought on demure and prudent Miss Theodosia Goodman, who as Theda Bara within a year had made "vamp" an "all too common noun as well as a highly active verb, transitive and intransitive."

By 1914 Laskys were paying Mary Pickford so much that she could never be shown again at the nickelodeons. She and the "Broncho Billy" one-reelers were on

Such "locations" as this are only over-night from the motion picture studios of Hollywood.

Crowds watching arrival of motion picture stars at Hollywood theatre.

the program together no longer. But by 1914, Bill (Two Gun) Hart was glad to make two-reelers for Thomas Ince at $75.00 a week. By 1922 he stopped work so as to cut down his income tax. Then it was that Douglas Fairbanks started

Only in Hollywood could one get so many internationally famous feminine personalities together in one picture as in this one of a pre-nuptial shower to Laura La Plante.

"The roving actor of the old days who had no chance to . . . . . take part in civic affairs or in any way live a normal life has given way to a newer generation . . . . . "

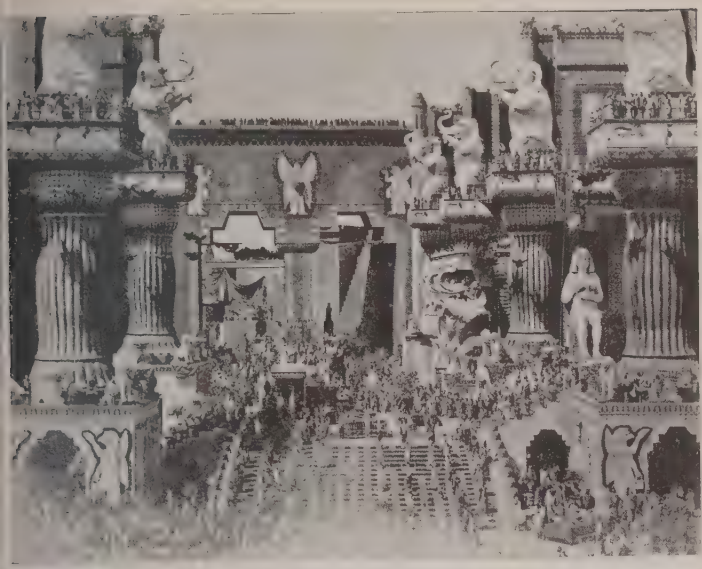
inauspiciously with Griffith in "The Lamb." Griffith, disturbed by Doug's athletic proclivities, advised him to go into Keystone comedies. Not long before, Anita Loos, a San Diego High School girl, received $15 for a scenario and was urged to write more.

Mayor Will Rogers of Beverly Hills is welcomed home from New York.

"A picture star parade (in 1923) brought out the largest crowd since Armistice Day and stopped all traffic."

By 1916 Minnie Maddern Fiske was writing an appreciation of Chaplin in *Harpers Weekly* and the dignified New York *Tribune* and the *New Republic* were discussing his work editorially. "The slap-stick star of the slum nickelodeons of 1913

"By 1922 he (Bill Hart) stopped work so as to cut down his income tax." The noted star is shown here in the Motion Picture Exposition parade in 1923.



"Griffith 'dropped' a million on 'Intolerance.' His huge Babylonian sets, 300 feet high on Sunset Boulevard, stood for four years."

had begun to be classic and a pet of the philosophizing literati." Before 1916 passed into history, Mary Pickford signed her name to a million-dollar contract, and Griffith "dropped" a million on "Intolerance," the only failure of the great pioneer

The cast of "Our Boys" presented by the "Owl Club," first dramatic organization in Los Angeles, 30 years before the movies came to town.

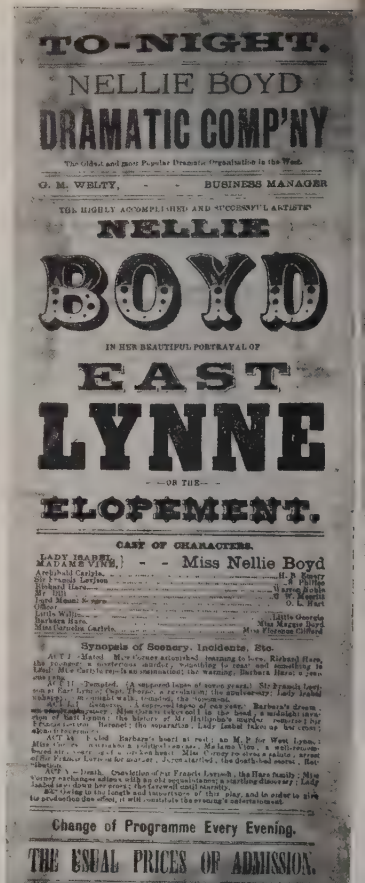
director. His huge Babylonian sets, 300 feet high, out on Sunset Boulevard, unequaled in size to this day, stood for four years before he could finance their removal. But this "failure" contributed Constance Talmadge to the screen, and Griffith has long since "come back."

By 1917, First National had taken Pickford and Chaplin away at even greater figures and the latter had brought Jackie Coogan, a small boy who had winked at him in a Los Angeles railway station, to fame and fortune in "The Kid." During this year also, Fairbanks headed a large group of stars who were used by McAdoo to help sell the Liberty Loans. They made personal appearances all over the country. Later the independent stars tried to get the war-time Secretary of the Treasury to head their organization. When the McAdoo private car arrived in Los Angeles on January 7, 1919, he was greeted by a large group of motion picture people. But he refused the offer.

As an aftermath of the War came Richard Rowland, June Mathis and Rex Ingram with their "Four Horsemen of the Apocalypse" that brought Valentino, a youthful Italian landscape gardener, flaming across the firmament, only to flash out forever but a few years later. Filmdom holds annual memorial exercises at his grave. He died a millionaire.

"The Four Horsemen" had been preceded by George Loan Tucker's "The Miracle Man" that made Betty Compson, Thomas Meighan and Lon Chaney stars.

The year 1921 was one of travail. Public interest in screen divorces, the unsolved mystery of the Taylor murder, Arbuckle's trouble and the death of the beloved Wally Reid made it clear to the producers that the dear public "takes its pictures personally." "In the days of their trial there seemed to be no end of the pestilence and scourges. Woe was deep in the Kingdom of the Screen and the signs on the sky gave no promise."


TO-NIGHT.

NELLIE BOYD

DRAMATIC COMP'NY

The Oldest and most Popular Dramatic Organization in the West.

G. M. WELTY, - - BUSINESS MANAGER

THE HIGHLY ACCOMPLISHED AND SUCCESSFUL ARTISTE

NELLIE

BOYD

IN HER BEAUTIFUL PORTRAYAL OF

EAST LYNNE

— OR THE —

ELOPEMENT.

CAST OF CHARACTERS.

LADY ISABEL, MADAME VINE, } - - Miss Nellie Boyd

Archibald Carlyle, ... H. P. Keuty
Sir Francis Levison, ... C. Mathe
Richard Hare, ... Wayne Robin
Mr. Hill, ... G. W. Merrit
Lord Mount Severn, ... O. L. Hart
Officer, ...
Little Willie, ... Lizzie Georgia
Barbara Hare, ... Miss Mazie Boyd
Miss Cornelia Carlyle, ... Miss Florence Clifford

Synopsis of Scenery, Incidents, Etc.

ACT I.—Maried. Mrs. Vincey accomplished learning to love. Richard Hare, the foreigner, a murderous assault. Vanishing to feast and something to Lady. Miss Carlyle finds an international the warning. Barbara Hare, a year-ous ring.

ACT II.—Dampled. A supposed legacy of seven years. Sir Francis Levison and Earl Lyne of Court Thorpe, a revelation; the discovery. Lady Isabel vanishing. An episode with, changing the opinion.

ACT III.—Scene one. A supposed legacy of seven years. Barbara's dream. Scene two. Mystery. Miss Corlyle's reward to the bead, a wedding invitation of East Lynne; the history of Mr. Hollyhope's murder, remorse, and Francis Levison. Richard. The separation. Lady Isabel taken up by the police; the prisoner.

ACT IV.—Isabel Barbara's heart at rest; an M. P. for West Lynne. Miss Corlyle ... a telegram. Madame Vine, a well-known ... Levison ... and ... Isabel. Miss Corlyle receives a letter; arrest of Sir Francis Levison for murder. ... discovered, the death-bed scene. Retribution.

ACT V.—Death. Conviction of Sir Francis Levison, the Hare family. Miss Corlyle exchanges ... with Archibald Carlyle; a startling discovery. Lady Isabel sent down her secret; the farewell until morning.

Act the last ... to the fateful ... of the day, and in order to give the production due effect, it will ... the evening's entertainment.

Change of Programme Every Evening.

THE USUAL PRICES OF ADMISSION.

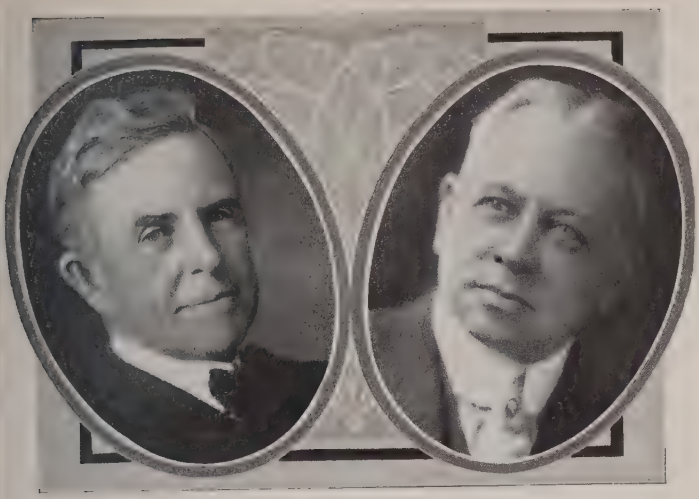
Doors open at 7 P. M. ... commencing at 8 P. M.

Family Matinee Saturday, 2 P. M.

Pioneer, Valentine & Co., Theatrical Printing House, 517 Clay St., S. F.

When the first professional American dramatic company came in the 70's it used Turnverein Hall as a theatre. The picture industry has now made Los Angeles second only to New York as a theatrical center.

The final answer was the drafting from Washington of a member of the Cabinet and his election to the presidency of the Motion Picture Producers and Distributors of America, Inc. Will Hays came West soon after. Film leaders filled the dining room of the Ambassador. The rank and file filled the Hollywood Bowl next afternoon. The "Deliverer" was cheered on both occasions. Conditions improved and stayed improved. As Terry Ramsaye puts it: "Meanwhile the motion picture industry is now well out of its infancy and the Hays office is teaching it how to wear long pants."



JOHN S. MCGROARTY L. E. BEHYMER

Mr. McGroarty by his writings and his Mission Play, and Mr. Behymer as master impresario have contributed mightily to the joy of living in Southern California.

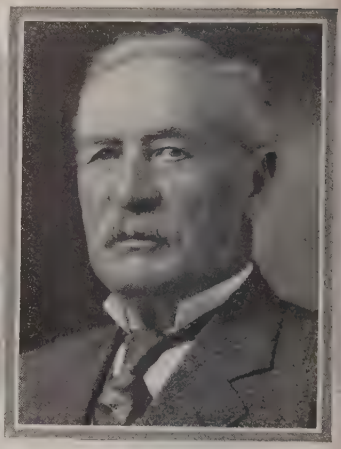
Studios of unbelievable magnitude, erected at expenditures that stagger the imagination, are now far-flung in a circle that recognizes Hollywood as its center. Throughout the world, wherever the film flickers, the name of Hollywood is a household word.

And now, that the sound picture seems to have come to stay, and the actor's voice as well as likeness and action may be seen perhaps in the smallest hamlet, it is difficult to venture a guess as to its effect upon Los Angeles. It may mean a further concentration of talent here. The roving actor in the old days, who had no chance to take root, build a home or care for property, to raise and educate children, to take part in civic affairs, or in any way live a normal life, has given way to a newer generation which lives in Hollywood and does all these very desirable things. As it is, the work that the movies make, together with that of our tire, steel, furniture and textile factories, our fruit and fish canneries, our oil, our cotton and our raw materials, enable us to accomplish more different kinds of things than perhaps anywhere else on earth. Los Angeles, backed by cheap water and power, is now the tenth industrial city of the nation.

O. W. CHILDS H. C. WYATT OLIVER MOROSCO DR. D. BURBANK

Mr. Childs built the first creditable theatre, the Grand Opera House, and Mr. Wyatt managed it. Mr. Morosco was the first local producer and successful stock company manager. Dr. Burbank built the Burbank Theatre. Los Angeles now has 23 spoken drama theatres and 169 motion picture theatres.

FRED EATON



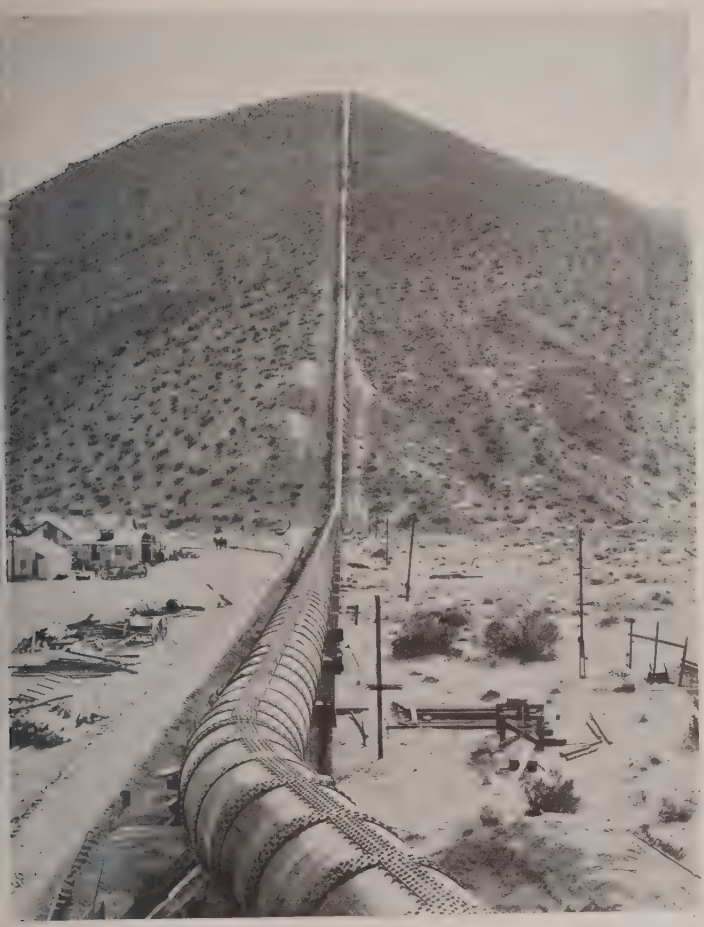
WILLIAM MULHOLLAND

Ex-Mayor Eaton conceived the Los Angeles-Owens River Aqueduct. William Mulholland built it.

Mulholland Taps the Sierras

THE padres of San Fernando Mission back in the eighteenth century lost no time in developing water with which to supply their fountain and in turn to irrigate their surrounding acres. The second year after the Mission had been established, they dammed up the Los Angeles River and thereby found themselves involved in the first litigation over water rights, with the Pueblo as the complainant. The Pueblo won. Eighty years later the same fight loomed, the city against Lankershim ranchers this time, with the same result except that the ranchers were given certain pumping rights. When was broached the idea of bringing municipal water from the Sierras, and it was seen that it would have to be brought down through the San Fernando Valley, these old fights were taken into consideration. Very sensibly the plan was evolved of absorbing the greater part of the Valley into the

Before Los Angeles built the Aqueduct it engaged national engineering authorities to report on its feasibility. Here they are with Mulholland and Lippincott in 1903 in Owens Valley. Left to right: John R. Freeman, Jas. D. Schuyler, J. B. Lippincott, Fred P. Stearns and William Mulholland.



The Los Angeles Aqueduct is as long as England is wide. It goes under mountains, through 142 tunnels and crosses a desert as large as the State of Massachusetts.

City, and sharing with its population the priceless water. Great reservoirs were planned and constructed in the Valley, storing immense bodies of water against the need of same. So vigorously did the work proceed, under the forceful and resourceful William Mulholland, that construction all along the 250 miles of ditch, tunnel, pipe and gigantic reservoirs, often went faster than the money was available, causing jams and exasperating delays. However, the city had been planning this work since 1905, and once it had set its hand to the task, it was not to be balked. Mayor Alexander in his 1911 report made this prediction: "In spite of delays, the Aqueduct will be completed within the time estimated and in the estimated cost, and this though there will be nearly a million dollars of work done over and above that planned at the time of the issuance of the bonds."

A brilliant November day in 1913 looked down upon 10,000 gathered about a winding runway that dropped down from the hills like gigantic stairs, with balustrades of native stone and cement. They had come by tramloads, and by autos which

"There was a mighty hissing roar and down the great spillway dashed the foaming liquid."

were parked in orderly fashion over broad acres, and crowded close around a notable group assembled to do honor to the occasion, and to those who were responsible for the same. Ex-Governor Pardee, Congressman Stephens, President Kinney of the Chamber of Commerce came with speeches prepared, and Ellen Beach Yaw, the great soprano, with song she had written, "California, Hail the Waters," to be sung with marvelous voice. The band played "America." General Adna Chaffee, President of the Water Board, stood by the wheel which controlled the big gate at the end of the tunnel, and at the head of the giant steps. With him stood a small

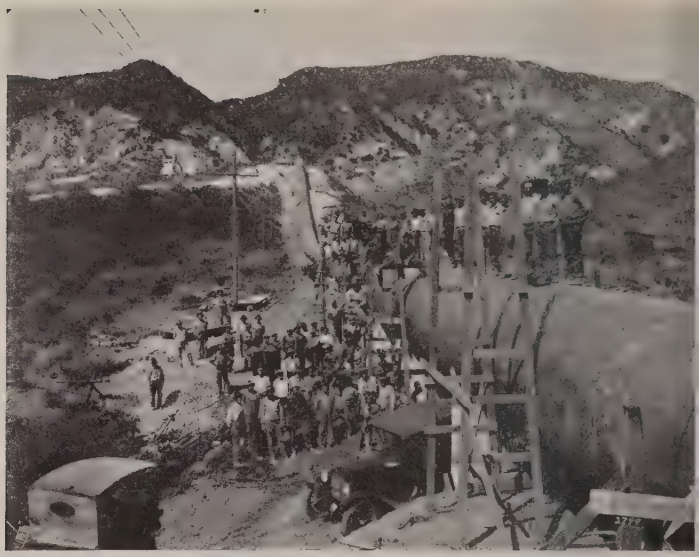
Before this wheel was built in the late fifties to raise water out of the Zanja, Los Angeles' domestic water was delivered from door to door in a cart.

Board of Water Commissioners which instituted building of Aqueduct in 1907. Left to right: John J. Fay, J. M. Elliott, M. H. Sherman, Wm. Mead and Fred L. Baker.

group of big men who had given their best that this stupendous undertaking might become an accomplished fact.

The speech-makers had finished their struggle to do justice to their mighty theme; others, more eloquent in deeds than in words, had spoken briefly and modestly. Three-hundred square miles lay nursing an age-long thirst, a vast, wide-spreading community curbed its eagerness, melted snows from the High Sierras in 250

A bottle of Owens River water was broken on the cornerstone of the County Museum at the dedication ceremonies the day following the completion of the Aqueduct in November, 1913.



The Aqueduct was built in five years at a cost of $24,500,000. The job was done within the time and cost estimates.

miles of open and covered canals, in steel conduits, in subterranean bores, in placid lakes, lay waiting. It was a tense, dramatic moment; and something of its historical import must have caused a lump to rise in the throat of William Mulholland, the great engineer, and stifled the words the assembled multitudes waited with bated breath to hear. Instead, he yanked a lanyard. High overhead, a diminutive ball moved, unwound, and behold! the Flag is fluttering against the ethereal blue.

San Fernando Valley up to advent of Owens River water was one great stubble field and sheep pasture. Compare with view opposite.

"The reason then was that he (Roosevelt) had made it possible for Los Angeles to dig its own ditch, the Owens River Aqueduct." Picture taken in 1910.

It caught the eye of the watchful Chaffee, and, as one man, the small but listinguished group bent to the task of spinning the wheel that unleashed the ent-up waters. There was a mighty hissing roar, and down the great spillway lashed the foaming liquid. A moment before it had meant millions invested —the mount of which was known to a cent, and within the estimate. As it surged down he great stairway—its value increased tenfold—those close to the Engineer heard he speech that would not come before: "There it is, take it!"

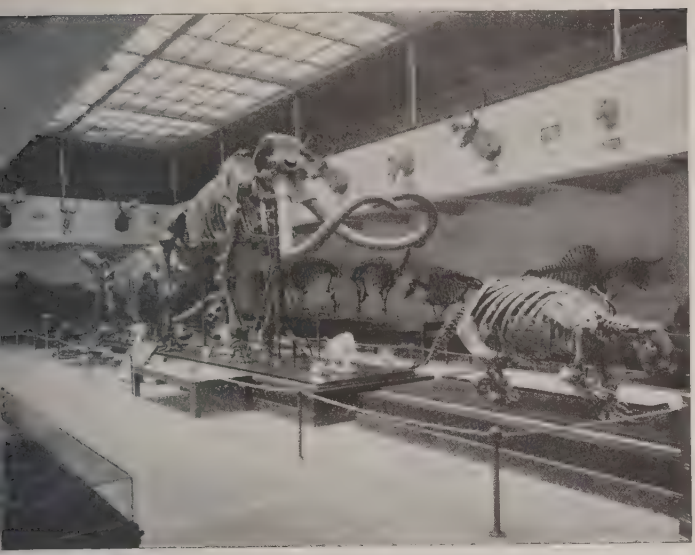
Since Owens River waters have filled our mains, community after community

What water has done for the San Fernando Valley, now a part of Los Angeles. Picture taken, 1928, from same spot as opposite view.

Los Angeles brings the melted snows of the highest mountains in America for a distance of 250 miles and delivers them to its people under pressure.

has filtered into the city boundaries. Hollywood, San Pedro, Wilmington, Venice, Sawtelle, sections right and left, share with the great San Fernando Valley in melted Sierra snows under pressure.

Back of the industrial growth of Los Angeles and Southern California stands abundant and cheap power developed by the City and by the Edison Company.



Roosevelt took time from his 1912 Presidential campaign to see the famous fossils dug from the La Brea pits.

From "Armageddon" to War Gardens

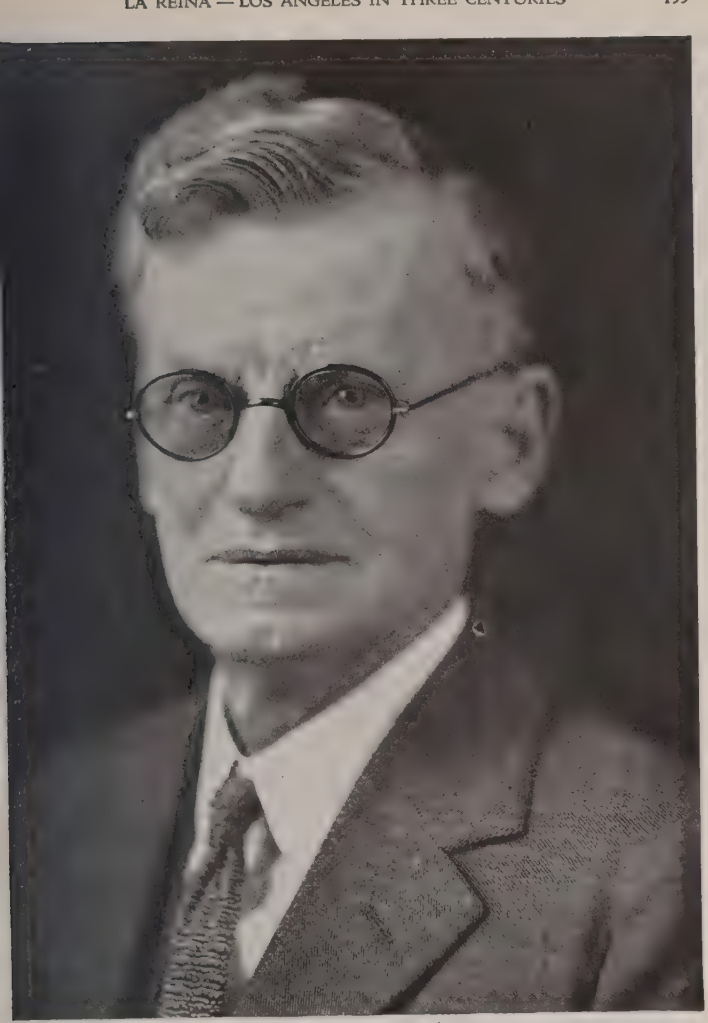
"WE STAND at Armageddon and we battle for the Lord," shouted the redoubtable "Teddy" Roosevelt as he concluded a rousing campaign speech before a throng which packed Shrine Auditorium one September night in 1912. The reception he received was somewhat different from that given him the year previous. This time he was "Bull Moosing" for the Presidency. Part of the local press denounced him as a "third-termer" and Gertrude Atherton, in town, nominated him for the Presidency of that famous organization of his own formation, the Ananias Club. However, this did not feaze the Strenuous One, who took time from the campaign to go out and see the famous prehistoric fossils from the La Brea pits which were just then being mounted ready for the County Museum. Roosevelt was tremendously interested and asked numberless questions about them. He was informed

DR. E. C. MOORE J. H. FRANCIS MRS. SUSAN M. DORSEY

Three epoch-making school superintendents. Dr. Moore divorced the schools from partisan politics. Mr. Francis broadened the curriculum and fathered the Junior High School movement. Mrs. Dorsey administered the greatest school growth in history.

"These remains (La Brea pit fossils) made known the fact that this part of the world was at one time a tropical region, swarming with life peculiar to it, much of which perished within a small area under the most dramatic circumstances."

that they had been first discovered in 1901 by W. W. Orcutt of the Union Oil Company while examining the geological conditions relating to the occurrence of petroleum on La Brea Rancho, but that no organized effort to exhume them in large quantities was made until from 1907 to 1909, when Professor J. C. Merriam of the University of California and James Z. Gilbert of the zoology department of the Los Angeles High School led parties of students in unearthing these extraordinary deposits of the Pleistocene age. Mr. Gilbert and the boys from his classes recovered the skeletons now shown at Exposition Park and they were kept at the Los Angeles High School until the Museum building was finished. The financing of the excavating, to which both city and county contributed, was done by the Southern California Academy of Sciences under the presidency of William A. Spalding. Mrs. Erskine M. Ross, owner of the Rancho La Brea, although urged to let the Smithsonian Institution have the treasured bones, insisted that they should remain in the same region where the fauna of which they were once a part, had roamed. Roosevelt left



W. A. Spalding, 54 years a resident of Los Angeles, and President of the Pioneers Society. Mr. Spalding presided over the organization meeting of the California Fruit Growers Exchange. As President of the Southern California Academy of Sciences he sponsored the exhuming of the La Brea pits fossils. He was the first President of the University Club. He is a former owner of the Herald, and has served as city editor of the Times and the Express.

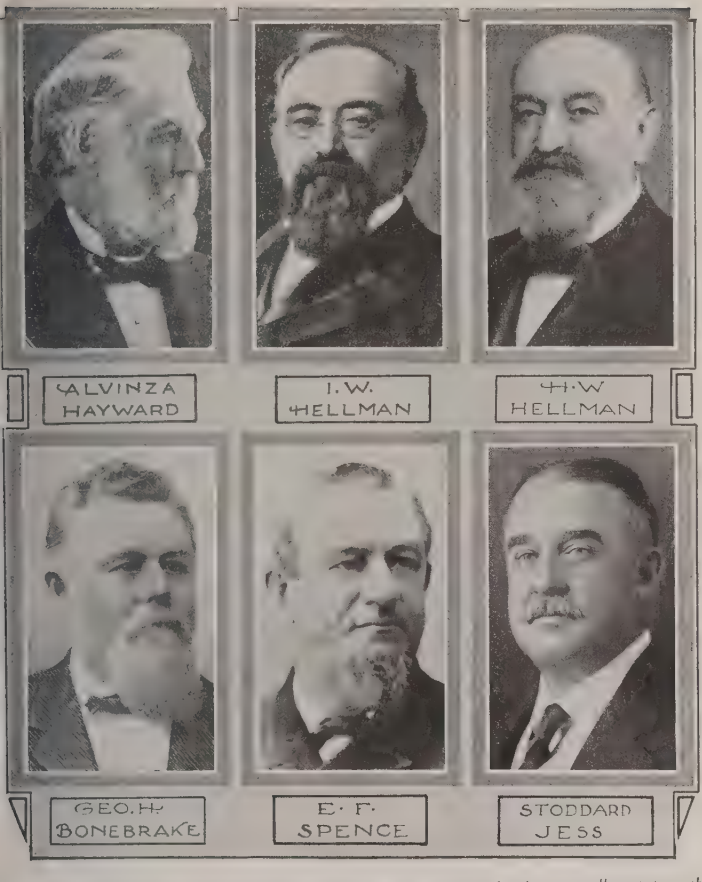
the fossils with reluctance and declared Los Angeles was fortunate to have the world's most remarkable exhibit of that sort.

Other things happened the year of the noted President's last visit here. The City Council began planning a new city hall upon the site of the old Temple Block and later offered the old city hall for sale. Clarence Darrow, noted criminal lawyer, came into the lime-light, when the joint investigation by State and Federal authorities probing the Times disaster and its trial resulted in the County Grand Jury summon-

"James Z. Gilbert, of the Zoology Department of the Los Angeles High School, led parties of students in unearthing these extraordinary deposits of the Pleistocene age."

ing Mr. Darrow's associates for questioning. Superintendent John H. Francis announced a thorough reorganization of the city's public schools and a general broadening and liberalization of the curriculum. The result was the institution of

The heavy rains of 1914 among other things washed away the historic pigeon farm below Elysian Park.



The strength of the present banking situation in Los Angeles is due in no small part to such eminent past bankers as are shown here. The first bank was founded by Mr. Hayward and John G. Downey in 1868.

the junior high school system, the establishment of night courses for adults, the introduction of utilitarian courses generally. The "Los Angeles Plan" was copied all over the country.

John S. McGroarty put the finishing touch on the great Mission Play which has run so many successful years, and the Franciscan fathers turned the sod at San Gabriel for a building in which to house it. A second and permanent theatre, large and beautiful, has since been built.

The State Normal School left Fifth and Grand for a new 24½-acre campus out on Vermont Avenue. Robinsons were about ready "to make the break" to Seventh and Grand and pioneer an entirely new retail district. They had been between Second and Third on Broadway for 20 years. The Southern Pacific announced plans for its present depot replacing the old frame "Arcade" Station. President Guinn of the Board of Education laid the corner stone for the Manual Arts High School, the city's fourth high school. In anticipation of increased business upon completion of the Panama Canal, the Harbor Commission decided to build at once more wharves and warehouses. It was a wise move. The Los Angeles Athletic Club

"In anticipation of increased business upon the completion of the Panama Canal, the Harbor Commission decided to build at once more wharves and warehouses."

entertained 25,000 guests upon the opening of its new and permanent building at Seventh and Olive. Plans for a new Broadway Department Store, to be built upon the same corner where Arthur Letts had started in 1896 with a bankrupt stock, showed 10 acres of floor space. Costs of projects which were under construction in July of 1912 amounted to $62,000,000. Local brick manufacturers were turning out 1,000,000 brick daily.

The year 1913 was one of those years when is demonstrated the fact that voters are not always a dependable quantity. While the Water Department was working feverishly to take advantage of the vast power afforded by the oncoming waters of the Aqueduct, necessary bonds failed to carry by the needful two-thirds majority; although it had been shown by several years of vivid publicity that these bonds took nothing from the taxpayers' pockets. In his message of that year the Mayor dwells

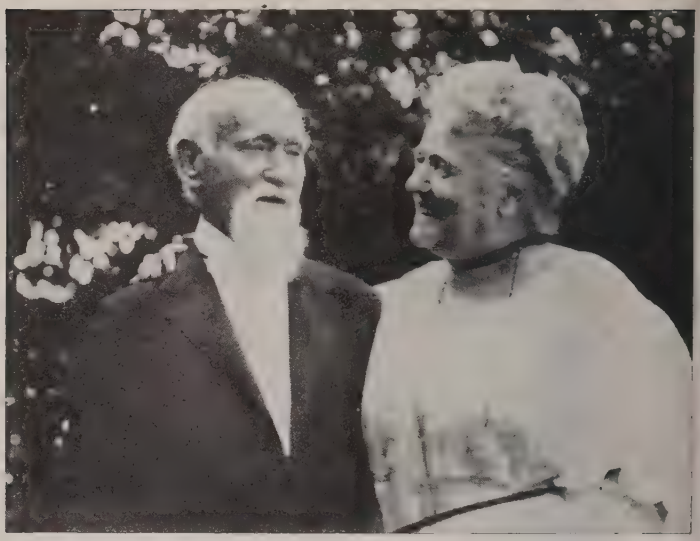
The Sunset Club of a quarter of a century ago leaves for an outing.

Los Angeles Harbor, where rail and water meet. "For the first ten years following the completion of the Panama Canal total tonnage had increased 1180 per cent."

feelingly upon this matter. The years 1913 and 1914 saw tremendous floods doing millions of dollars' worth of damage. Not a train moved for almost a week in 1914. Houses were washed down the Arroyo Seco.

An early caller in 1914 was Orville Wright, who predicted the Atlantic would be crossed in 25 hours and hoped an American would be first to accomplish it. At that time "Lindy" was in knee pants. Two 'phone systems, constituting a nuisance, were considering the exchange of calls. McAdoo, a visitor, looked over Los Angeles as a possible Federal Reserve Bank city. At that time the city was disturbed by revolutions and counter-revolutions in Mexico, raids of towns along the border and stray bullets killing Americans on this side of the international line. Local National Guard companies were mobilized and entrained for the Mexican border to maintain order.

Mayor H. H. Rose in his message of 1914 felicitates the city on its increase in population and its billion dollar rating. He declared the fear of water famine a thing of the past. In connection with the opening of the Panama Canal he points out that the Fairs at San Diego and at San Francisco during the coming year would mean much to Los Angeles both as an opportunity and a responsibility. He also



Senator Cornelius Cole and daughter, Mrs. Ella Cole Brown. Picture taken on occasion of late centennarian's 100th birthday. Senator Cole founded South Hollywood.

takes occasion to congratulate the voters that they had decided to back up the efforts of the Power Bureau by voting $6,500,000 in bonds, which provide 37,500 hydro-electric horsepower. The Outer Harbor now boasts one-half mile of the finest

Dropping flowers on the waves on Memorial Day, now a national custom, was first thought of by Mrs. A. S. C. Forbes of Los Angeles.

Eagle Rock Valley, now a part of Los Angeles, as it appeared in 1907.

reinforced concrete wharfage in the world. The Mayor's message also notes that a municipal campsite of 23 acres is given by the U. S. Government, at 5,000 feet elevation, in the Sierra Madre Mountains.

Early in January of 1915, Warren G. Harding, Senator-elect, spoke in Los Angeles. A steamer came into port, inaugurating direct service to Japan. Lincoln

The old orchard filled valley of Eagle Rock, now that it is a part of Los Angeles, is so populous and so traveled that it makes the above impression on a camera plate at night.

The old Arcade Station, Southern Pacific Depot for more than 30 years.

Beachey, Los Angeles aviator, fell in San Francisco Bay. Secretary of the Interior Franklin K. Lane spoke here, advocating an impounding dam to hold back the waters of the Colorado River.

The Expositions at San Diego and at San Francisco had a marked effect upon the influx of summer visitors who came to Los Angeles on their way to or from the Fairs. Both the City and the County spent large sums in dressing up in honor of the tourists. Upon the curbs of the main streets of Los Angeles huge tubs of

The old Schumacher ranch in the heart of what is now Eagle Rock. Typical scene in that section as late as 1907.

Western Avenue and Washington Street as late as 1903.

special design contained beautiful palms. Along the main highways trellises were erected over which blossomed gorgeous roses and other flowers. During the spring the public schools put on a stupendous historical pageant, "March of Empire," directed by Roger J. Sterrett, that drew the attendance of thousands and was a great success. It was written up by leading eastern magazines. Enormous crowds also greeted the Liberty Bell, which passed through on its return trip to Philadelphia from the San Francisco Fair.

The outstanding event of 1916 was a tremendous and unique affair given for one night only, in May. This was the play of "Julius Caesar," held outdoors in Beachwood Canyon, Hollywood. The setting, a natural amphitheatre, was exactly

"During the spring (1915) the public schools put on a stupendous historical pageant, 'March of Empire . . . '"

Los Angeles extends from mountain to sea. Here is Venice, one of several points where Los Angeles fronts on the ocean.

suited to the reproduction of Rome in its day of glory. There were shown the Forum, the streets and homes and the battle-fields. The cast included brilliant actors like Theodore Roberts, William Farnum, Charles Guinn, Tyrone Power, De Wolf Hopper, Douglas Fairbanks, Frank Keenan, Constance Crowley, Mae Murray, Grace Ford and others. The expense of putting on the play was $20,000 and it netted the Actors Fund of America $15,000.

The home of Harrison Gray Otis, known as the "Bivouac," was given to the

Was there ever more fun than "shooting the chutes" at old Chutes Park?

When the Angelus Hotel opened at Fourth and Spring Streets in 1901, it was the highest and most imposing building in the city.

public as an adjunct to the Museum of History, Science and Art, the purpose being to give instruction in painting, sculpture, music, oratory and other of the arts. It was given debt-free, and has been known since as the "Otis Art Institute."

The Angelus Hotel still stands at Fourth and Spring Streets but see who are its neighbors! Compare with picture above for visualization of the growth of Los Angeles since 1901.

Mayors of Los Angeles since the beginning of the American Occupation. All a
served during the fifties and si

—From the collection of Geo. Steckel of Steckel-Fults

A. P. Hodges, Thomas Foster, D. Marchessault, and C. Aguilar, who

"General Pershing came and found a park named after him." Mayor Snyder is seen greeting him, January 26, 1920.

War Declared! Los Angeles Gets Into It

THOUGH 8,000 miles removed from the battlefront of the Allied and German lines in France, Los Angeles, like many another American city, was acutely conscious of the great struggle. The stories of diplomatic intrigue and military atrocity fanned the flames of patriotic resentment in the hearts of many of its foreign-born residents, and we have a picture of a city where the timid carefully guarded their tongues while the more vigorously outspoken were branded either as Anglophiles or pro-Germans, according to the views they expressed.

Mexico was seething with internal dissension. Los Angeles looked with troubled eyes upon its southern neighbor as a possible port of entry for some invading foreign army if the United States should finally become embroiled in the European conflict. Alarm was felt regarding the unfortified condition of the Harbor and business men organized to plan for the defense of the city. The National Guard companies were reorganized and recruiting began for the formation of local units of the U. S. Motor Reserve Corps. This was the spirit which animated Los Angeles and culminated in the great Preparedness Parade of 1916 and the movement for the organization of a home-defense force, 10,000 strong, under the generalship of the chief of police.

Red Cross Drive Captains in conference during World War

"This was the spirit which . . . culminated in the great Preparedness Parade of 1916 . . ."

All this was before the United States entered the War. When finally, on April 6, 1917, the nation took up arms "to make the world safe for democracy," the city showed that its preparation had not been in vain. The citizens were ready and, in a spirit of cooperation, signed food pledges for Hoover, subscribed a million dollars in a week to the first Liberty Loan, ate wheatless meals and observed their fast on meatless days, economized in the use of oil and registered 42,000 strong for the draft by June 8th. Women appeared as elevator operators and even donned overalls to do the work of the drafted men.

A panorama of war days is conjured up by the following headline gleanings from the press of 1917 and 1918: A mass meeting urging greater production adopted the slogan "Farm or Fight"; six thousand ironworkers applauded Harry

Hundreds of women marched in the Preparedness Day Parade.

President Wilson alighting at River Station for a "constitutional" before his formal reception a few minutes later at Arcade Station

Lauder; with much drinking, the local saloons closed their doors March 31st; the first wooden ship built at the Harbor was launched in April and was scheduled to carry Southern California supplies to France; women's rally at the Alexandria Hotel netted $250,000 in the Third Liberty Loan campaign, the total subscription to which was $32,500,000—an excess of $8,000,000; gigantic Red Cross parade drew 100,000 spectators to the curbs and resulted in subscriptions amounting to $750,000; the 143d Artillery, "Los Angeles' Own," came up from Camp Kearny, visited and was mysteriously lost. It was next heard from in France. German was abolished as a

A Liberty Loan mass meeting in Pershing Square during the World War being addressed by motion picture stars.

Los Angeles Harbor was the scene of a large shipbuilding program during the War.

language taught in the schools; war savings quota of $15,000,000 was exceeded by $2,000,000; four vessels were launched at the Harbor in one day; a huge military carnival was held in Exposition Park for the benefit of soldiers and sailors; President Wilson awarded to a Los Angeles man the prize for breaking the American rivet-driving record; Los Angeles oversubscribed the Fourth Liberty Loan quota by $6,000,000.

At midnight of November 10th, the "Times" siren shrilled forth the first news of the signing of the Armistice. As if—fully dressed—the public had breathlessly awaited the stupendous event, the streets were suddenly alive with frenzied people,

Ft. MacArthur was being built at the time the preparedness agitation was gripping Los Angeles in 1916. The first appropriation for its construction was made the year "Fighting Bob" Evans' fleet visited the Harbor.

"Then a few days later 250,000 saw the 364th Infantry arrive and parade. In May Los Angeles went over the top in the Victory Loan Drive."

struggling to express their exuberant feelings; men shouted, women shrieked, autos tore back and forth, honking. Bells, fish-horns, squawkers and rattles came to life and the din waxed more terrific as the dawn broke and bunting began to surge and flash. Eight o'clock found the streets jammed with a spontaneous outpouring of people who, without organization, proceeded to celebrate. New and unheard-of ways of producing noise were invented. The clamor increased and roared on. Business stopped; the street-cars ceased to function. Sirens wailed forth popular melodies. Mayor Woodman declared the rest of the day a holiday.

The shipbuilders came up from the Harbor and put on an overall parade to the music of five-gallon cans and gas pipe. By afternoon, the city was fairly swathed in flags and bunting, and the uproar increased. Over 100 were injured and one man was killed. At night the firemen paraded, and it was not until 12 o'clock had again been reached that the tired people reluctantly sought their beds.

H. M. Haldeman Henry S. McKee Leslie B. Henry

Leaders of the great Liberty Loan and Red Cross drives of the World War.

The War Is Over! "Eight o'clock found the streets jammed with a spontaneous outpouring of people, who, without organization, proceeded to celebrate."

"Los Angeles was kept busy welcoming home soldiers from the War." Pershing Square was the scene of many receptions following the parades.

CHRISTINE WETHERILL STEVENSON
Founder of the Pilgrimage Play

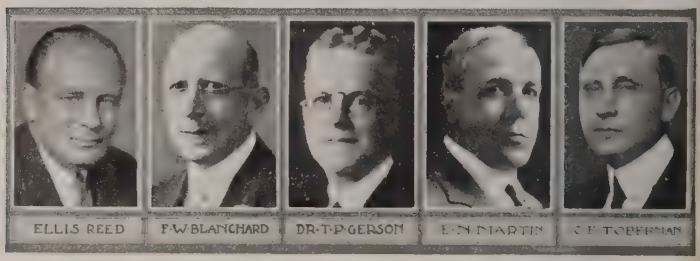
ARTIE MASON CARTER
Founder of Hollywood Bowl Concerts

Mrs. Stevenson and Mrs. Carter Make Dreams Come True

WITH the coming of peace Mayor Woodman congratulated the community on its fine war record and its civic progress made despite the distractions of the great conflict. In his annual message he notes with satisfaction the consolidation of the two rival telephone systems, and the completion of the Pacific Electric elevated approach to its Main Street station. Also he mentions the vast increase of the fish-canning industry at the Harbor, extensions and improvement of wharfage, and the inauguration of new steamship lines. By completion of irrigating systems in the San Fernando Valley, much surplus water is turned to profit by the Water Department, he also notes.

Shortly after the Armistice, a notable intellectual group organized as the Theatre Arts Alliance with the idea of further fostering the presentation of drama and music out-of-doors. The group felt that Southern California with its rainless summers was divinely adapted to such a purpose.

At the head of the Alliance was Mrs. Christine Wetherill Stevenson of Philadelphia, who, having seen the great "Julius Caesar" production in Beachwood Canyon in 1916, was inspired to present for a period of 35 nights a dramatization of Sir



These five were among those who saw the Hollywood Bowl project through from its struggling beginnings to its final triumphant dedication as public property.

"They discovered the Hollywood Bowl, then a patch of sage and cactus with an abandoned ranch house in its midst."

Edwin Arnold's masterly poem, "The Light of Asia," in a superb setting on Krotona Hill, overlooking the scene of the great Shakespearean play. Thousands found solace and diversion from the sorrow and strain of the War by attending this sacred drama.

The Theater Arts Alliance therefore determined that a permanent natural amphitheater should be secured in Hollywood for similar plays. A small group, including Mrs. Stevenson, Dr. T. Percival Gerson and H. Ellis Reed, roamed the hills looking for a site. They discovered the Hollywood Bowl, then a patch of

"Every Easter morn countless thousands worship at the Sunrise Service. Hollywood Bowl and its God-given acoustics are known around the world."

The Hollywood Bowl. "For seven summers now the people, its owners, have sat there under the stars and sipped the nectar of music divine."

sage and cactus with an abandoned ranch house in its midst. Mrs. Stevenson and Mrs. Chauncey D. Clarke bought 65 acres of this wild land for $65,000 and held it until it could be paid for by the Alliance.

In the meantime, Mrs. Stevenson wrote a life of Christ known as the Pilgrimage Play which required a smaller setting. This she staged in an unique natural theatre, with the rugged mountain slope as background and scenery, facing Highland Avenue on the east and not far from the Bowl. As its name would indicate, this is a drama of intense religious feeling, and is surpassingly beautiful. Each summer since its inauguration in 1920, the Pilgrimage Play has been reverently given nightly by a devoted cast of over 100. Mrs. Christine Wetherill Stevenson has passed, but her glorious play goes on.

The Community Park and Art Association, an enlargement of the Theater Arts Alliance, took up the work of developing the Bowl, conveying it eventually to the County subject to a lease of 198 years. With the Hollywood Community Chorus behind her, Mrs. Artie Mason Carter, beginning with an Easter Sunrise Service in 1921, developed the idea of "Symphonies Under the Stars," an annual concert series.

"Each Summer since its inauguration in 1920 the Pilgrimage Play has been reverently given nightly by a devoted cast of over 100."

Under the world's most noted orchestra conductors, these concerts have won wide fame, and under Mrs. Carter's inspiring and vigorous management they not only accomplished the unheard-of feat of paying their own way from a nominal admission charge, but of clearing the Bowl itself of indebtedness. Mrs. Stevenson and Mrs. Clarke let the Association have the property for just what they had paid for it, although in the meantime it had grown in value ten fold, if not more. Thanks to these two women and to Mrs. Carter and her unselfish associates, the great natural amphitheatre in the Hollywood Hills now belongs to the public for all time. For seven summers now the people, its owners, have sat there under the stars and sipped the nectar of music divine. Every Easter morn countless thousands worship at the Sunrise Service. Hollywood Bowl and its God-given acoustics are known around the globe! People come from afar to hear its concerts and to see the nearby Pilgrimage Play.

The year 1919 was ushered in with a celebration that rivaled Armistice Day. Everybody was ready for a fresh beginning. The Southern California Edison Co.,

The Elks held their national conclave here in 1920.

for instance, started on a hydro-electric program in the Sierras that was to cost more than the Panama Canal and which is continuing this year, 1929, with a budget of $29,000,000. This great concern, with its head office in Los Angeles, has water power and steam plants with an interconnected generating capacity of 1,061,000 horsepower and serves an area of 55,000 square miles and 360 cities and towns. Its program for the next four years would build still another Panama Canal.

The digging of the Second Street tunnel commanded the attention of more than one city administration.

Notable newspaper publishers of the past. Yarnell founded the Express, the city's oldest newspaper in 1871, and was a co-founder of the Times. Lynch and Ayers together controlled both the Morning Herald and the Express in the seventies and eighties. Otis built the Times into one of America's most noted newspapers. Osborne published the Express from 1884 to 1899, and Earl from 1900 to 1919. Ihmsen was an outstanding early publisher of the Examiner, and Barham founded the Evening Herald.

Aside from getting a fresh start, Los Angeles was kept busy welcoming home soldiers from the War. On April 13, 100,000 welcomed the 160th regiment (the old 7th). Then a few days later 250,000 saw the 364th infantry arrive and parade. In May, Los Angeles went over the top in the Victory Loan Drive. The 117th

Shriners' 1928 Christmas Party, Shrine Auditorium.

"Goodyear Rubber Company announced it would build a factory costing six millions and employing 3500." That was in 1919. Since then Goodrich, Firestone and Sampson have joined Goodyear in making Los Angeles the Akron of the West.

Engineers were also exultantly greeted—a service flag containing 18 gold stars being presented to Company F. In June, ground was broken for the Ambassador Hotel, to cost five million. Goodyear Rubber Company announced it would build a factory costing six million and employing 3500.

In August, 300,000 welcomed the Pacific Fleet and Secretary Daniels addressed a crowd at Exposition Park. In the following month Lieut. Col. Roosevelt spoke, and Henry E. Huntington announced the gift of his world-famous library and art gallery to the public. Woodrow Wilson visited, receiving a tremendous ovation. A speech for ratification of the covenant of the League of Nations at Shrine Auditorium was preceded by a brilliant dinner at the Alexandria. Within a week the great War President was stricken, never to recover. In October the King and Queen of Belgium were greeted by thousands.

There could be no question about Los Angeles being the Akron of the West after ground was broken for the Firestone Tire and Rubber Co. on Dec. 15, 1927.

Mayor Cryer breaking ground for the Mulholland Highway in 1923.

The first anniversary of the signing of the Armistice was celebrated by huge throngs at Exposition Park. Later in the month, De Valera, "President of the Irish Republic," addressed 10,000. The body of the first Los Angeles soldier arrived from Russia and was given a military funeral. Mrs. Susan M. Dorsey was elected Superintendent of Public Schools.

Mayor Snyder, in his second message, published in January, 1920, noted that 25,555 building permits had been issued during 1919, combined frontage of which would amount to 105 miles, and the value of which would total $60,023,600.00.

On January 11, 1920, the Shrine Auditorium was burned to the ground. Prohibition went into effect on the night of the 14th, with much fantastic tomfoolery. Handsome new lights were turned on along Broadway. General Pershing came and found a park named for him. On April 30th, 3,000 at Trinity Auditorium urged

Philharmonic Symphony Orchestra. Harley Hamilton (left), pioneer conductor of Los Angeles Symphony Orchestra, forerunner of the Philharmonic, and W. A. Clark, Jr., whose generous sponsorship has made the Philharmonic the greatest of all symphony orchestras. No other orchestra in the world has played under more famous conductors or to larger audiences.

The new Shrine Auditorium.

Herbert Hoover for the Presidency. Hiram Johnson defeated him in the ensuing California presidential primary. Los Angeles Harbor showed shipping increase of 600 per cent over same period in 1911. School children successfully staged a street pageant favoring $9,500,000 school bond issue.

An heroic group, public tribute to Harrison Gray Otis, was unveiled at the west entrance of West Lake Park. The famous ace, Eddie Rickenbacker, finished his transcontinental flight in an all-metal monoplane in interest of the air mail service. Franklin D. Roosevelt, Democratic candidate for Vice-President, spoke. Sunset Park was formally rechristened Lafayette, commemorating the Patriot's birthday and the victory of the Marne. United States Army motor-truck convoy finished a transcontinental trip. Olive View Sanatorium, dedicated for use of County patients, was opened. A special train carried Chamber of Commerce excursion to the inauguration of President Obregon of Mexico.

When the Shriners rebuilt after the fire they not only built an auditorium seating 7000, but a ballroom that accommodates even more.

The Biltmore—a monument to community effort by Los Angeles business men.

Behold! A Metropolis Emerges!

WITH all these interesting events transpiring, it may be truthfully said, however, that Los Angeles did not really get her post-war stride until the year 1921. Then, indeed, the old Pueblo stepped out on the "Big Time" circuit, and definitely took her place among America's metropolitan cities. As a portent of a whole series of unique events to come, the Ambassador Hotel, one of the largest tourist and convention hotels in the country, opened with a huge New Year's eve dinner and dance, to be followed a few days later by a snowstorm in Hollywood and a display of the Aurora Borealis over the Sierra Madres. The snow, which stood a whole day before melting, spoiled some perfectly good sub-tropical South Sea Island movie sets, and the northern lights, first and last ever seen here, seriously interfered with telephone and telegraph transmission.

These phenomena of nature cleared the air, as it were, for accomplishments by man that were to attract even wider attention: One April morning a group of men prominent in the financial and business life of the city were seated in the directors' room of the Security Trust & Savings Bank. To quote the *Times* of October 1, 1923: "They had been called together by J. F. Sartori to discuss the pressing need of a great downtown hotel and to exchange views on the best way of financing so ambitious an undertaking.

"The completed Biltmore which will swing wide its doors for the inaugural banquet and ball tonight, 60 days ahead of the scheduled time, is the result of that meeting. In the financing and erection of this magnificent hotel, a new chapter in the real estate annals of the city of Los Angeles has been written, a chapter replete with the thrill of a big undertaking accomplished in a big way; a chapter which reflects the whole-hearted and wholly disinterested work of more than 40 of the leading business men of the city who appreciated the need for such a hotel and who were determined that the need should be met.

"The Biltmore today passes into the hands of its lessees without a dollar of indebtedness against it. It represents an actual investment of $7,575,700 exclusive of furnishings and equipment."

The great Ambassador Hotel was conceived in 1919 and built in 1920

The 40 business men who did this work organized as the Central Investment Corporation to accomplish it. They elected Lee A. Phillips its President and James R. Martin, its Secretary-Treasurer. To serve with these two leaders they elected the following Vice-Presidents: Harry Chandler, Henry M. Robinson, Marco H. Hellman, and J. F. Sartori. Joining with them were 600 stockholders who were induced to participate in the enterprise because of the obvious need of a hostelry which would compare favorably with the great caravansaries of the world's largest and most important cities.

While this group of 40 men were making history in the center of the downtown section, a group of five men, owners of Los Angeles newspapers, were doing as much far out in the residential section. Organizing as the Community Development Association and later expanding to 21 members, with Andrew M. Chaffey as President, they were soon to be termed by Herbert Hoover as an organization unique in the life of American cities. Results of their early labors were made apparent on December 1, 1921, when ground was broken for the Los Angeles Coliseum, which, like the Biltmore, was to be opened in October, 1923. A football game the following month, between the University of California and the University of Southern California, filled its 80,000 seats for the first time. Up to then the largest football audience in Los Angeles had been 12,000. Now a million people a year pass through the Coliseum's gates. Its completion opened the way to the acceptance of William M. Garland's invitation of 1920, to the Olympic Committee at Antwerp, that the 1932 Olympiad be held in Los Angeles.

"As a portent of a whole series of unique events to come (1921) the Ambassador Hotel opened . . . "

Copyright, Spence.

"The Coliseum plays a large role in the athletic, musical, dramatic, fraternal and spiritual life of the people."

Half way between the Coliseum and the Biltmore stands the imposing new building of the Automobile Club of Southern California, which, like the amphitheater and the hotel, was conceived or started in 1921 and opened in 1923. This

"Now a million people a year pass through the Coliseum's gates."

Charles Paddock again breaks the world record in the 100 yard dash at 9.5 seconds at the Coliseum, May 15, 1926. Runners left to right: Schultz, Pinney, Paddock, Borah.

club, as worthy of Mr. Hoover's praise as the Community Development Association, began in 1900 as a social club with 46 members, three employees and no branch offices. Then there were approximately 200 automobiles in Southern California. In 1905 it was reorganized as a service club and it began sign-posting, publishing touring books and working for good roads. By 1910 its membership had increased to 1200—and when the building at the corner of West Adams and Figueroa was opened in 1923 it had more than 93,000 members, 800 employees and 29 branch offices. Now its members number 130,000, its employees 1200 and its branches 33. Its service

Shriners' night parade at Coliseum during 1925 national conclave.

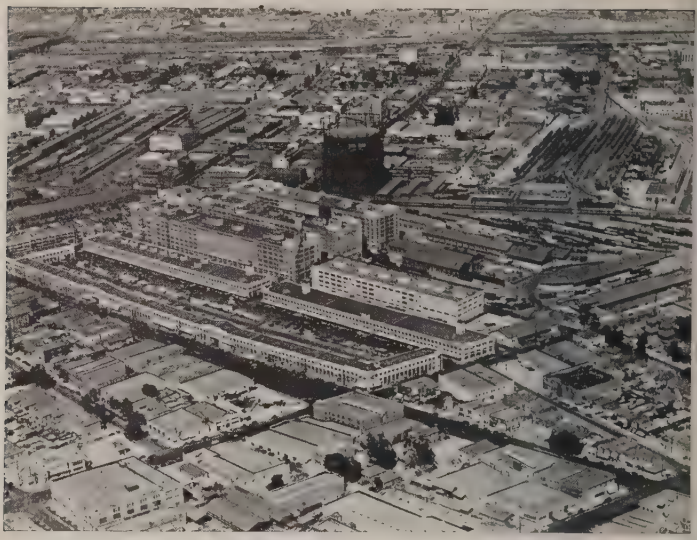
Figueroa and Adams, always an important and beautiful intersection, is now more important and beautiful than ever. At left the building of the Southern California Automobile Club. Beyond it, St. Vincent's Church.

activities to its members and the public are now too numerous to record. It is in reality one of the Southland's most unique organizations.

Nineteen-twenty-one, as the year when so many outstanding institutions were conceived or started, saw also the organization of the "All the Year Club" and the raising of a million-dollar budget for a three-year program for advertising Southern California's year-around climate. It saw also the choosing of the old Normal School property as the site of the new central Public Library and the drawing up of plans for that $2,500,000 building. Moreover, it witnessed the opening of the huge Union Wholesale Terminal Building at Seventh and Central, unique creation of the Southern Pacific, with a home-products industrial show attended by 300,000.

E. L. Doheny W. L. Valentine H. W. O'Melveny

Thanks to Mr. Doheny's generosity to St. Vincent's Church and Mr. Valentine's farsightedness as President of the Automobile Club, the corner of Adams and Figueroa is what it is today. City beautification has long been a hobby of Mr. O'Melveny, veteran member of city and state park boards.



" . . . it witnessed the opening of the huge Union Terminal Building at Seventh and Central with a home-products industrial show attended by 300,000. . . ."

Mayor George E. Cryer's message for the year carried a plea for a new City Hall, saying that 80 per cent of the city's offices were in rented buildings. He complained generally of post-war events and of the crying need for new homes to take care of the growing population. The lack of building during the war had led

Los Angeles County is the richest agricultural county in the United States. This Union Terminal Market scene would indicate that a large part of the production is sold locally.

"In the erection of this magnificent new hotel, a new chapter in the real estate annals of the city has been written."

to overcrowding and difficulties in enforcing sanitation laws. The Mayor said nearly 7,000 people were registered at the Elysian Park Auto Camp.

Added to the transient population of the year were 50,000 Elks who came on

The new Elks Temple was formally opened April 30, 1926.

"Former Secretary of the Treasury Wm. G. McAdoo and Mrs. McAdoo came here to live. They were warmly greeted by a host of friends."

for a week's convention. The motion picture industry staged an electrical parade to help entertain them. Governor Lowden of Illinois visited the city and spoke before the newly-formed Lincoln Club and 40,000 Iowans at Lincoln Park. The American Association of Engineers honored William Mulholland as ranking with the world's most able engineers. Seventy-five acres were dredged in the West Basin at the Harbor. Airmen dropped flowers upon the graves of soldiers and upon the waves for the first time on Memorial Day. During the summer, Billy Sunday rivaled the beaches as an attraction. Harbor statistics showed a 900 per cent increase in shipping in eight years. Dr. R. B. Von Kleinsmid of the University of Arizona accepted the Presidency of U. S. C. The citrus crop reached the amazing value of $83,000,000. Henry E. Huntington bought Gainsborough's famous painting, "The Blue Boy," much to English sorrow. Marshal Foch was tendered an enthusiastic reception. A Seventh and Spring Street corner, bought in 1890 for $25,000, was sold for $750,000.

The purchase by the city for $13,500,000 of the Edison Company's distribution

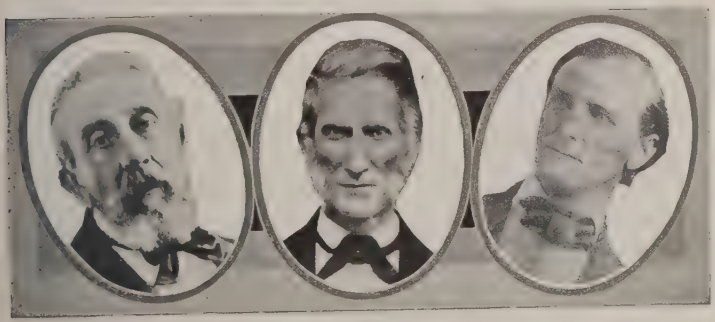
J. R. Martin L. A. Phillips Harry Chandler W. M. Garland

Most community development projects include these four names.

These pioneers achieved much in the early and middle American periods of Los Angeles history.

system was the outstanding event in municipal affairs in 1922. It was the culmination of the city's program for municipal power, started from the day that the Aqueduct was started. Mayor Cryer in congratulating the city on the purchase also noted with satisfaction that the city was soon to have a new charter, the first since 1889. He reported that city employees, outside of the water, power and harbor departments and the Library, numbered 5,000. He stressed again the need for a new City Hall.

That year saw the maiden trip of the City of Los Angeles to Honolulu with Mayor Cryer as a passenger, and the burning of the sister ship, City of Honolulu. Secretary of Labor Davis addressed an Armistic Day audience at Exposition Park, and former Secretary of the Treasury William G. McAdoo and Mrs. McAdoo came here to live. They were warmly greeted by a host of friends. Dr. Norman Bridge donated $300,000 additional for the California Institute of Technology.



DAVID W. ALEXANDER JUDGE WM. G. DRYDEN JOS. L. BRENT

Three outstanding pioneers of the early American period.

"Then about 1920 there began a flood of population to Los Angeles. . . ."

The Building Boom of 1923

IT MUST not be thought that 1923's calendar was filled merely with formal openings of projects conceived in 1921. As a matter of fact, there were more buildings started or completed in 1923 than ever before or since in a single year. As heretofore stated, building activity had been suppressed during the War years. An acute shortage of housing had to be overcome. Then about 1920 there began a flood of population to Los Angeles and Southern California which during the next three or four years occasioned a development which was only comparable to the extraordinary growth of Chicago immediately after the Civil War. Conservatively estimated, the city's population grew at the rate of 100,000 per year. By the end of 1923 its total had reached 900,000.

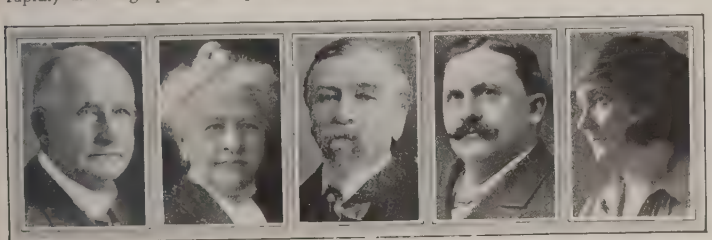
This new population, added to the existing population, made an almost overwhelming demand upon the construction industry. The value of building permits, from $28,000,000 in 1919, rose to $60,000,000 in 1920; $82,000,000 in 1921; $121,000,000 in 1922, and in 1923 reached the amazing total of $200,000,000. This placed Los Angeles third in the nation, with only New York and Chicago

Even these pioneers of the title business probably never foresaw such an activity as came to their companies during 1923.

Aeroplane photo of the great National Air Races and Meet held at Mines Field during September, 1928. It was comparable in historic importance with the meet held at Dominguez Field in 1910.

ahead. During the four years the city built nearly a half billion dollars' worth of new construction. Los Angeles Harbor became one of the largest lumber importing ports in the world.

Nearly every newcomer was the seeker of a home. This resulted in a tremendous demand for, and a great speculation in, real estate. It has been estimated that during the fiscal years ending 1921, 1922, 1923 and 1924, the value of realty transfers in Los Angeles was $2,777,000,000, and in Southern California as a whole, $3,471,000,000. The real estate activity brought about the development of a great number of new subdivisions, many of them far removed from the center of the city. In 1922 and 1923 alone, within a ten-mile circle centered in the heart of Los Angeles, nearly 1400 new tracts were opened comprising 143,000 lots and covering nearly 29,000 acres. Prices of all kinds of property, both close-in and ultra-suburban, rose rapidly and large profits on quick turnovers were made. While no specific statement



W. M. Bowen Mrs. Hollenbeck Chas. Silent G. J. Griffith Miss Barnsdall

Park founders and donors. Mr. Bowen founded Exposition Park. Mrs. J. E. Hollenbeck, with W. H. Workman, donated Hollenbeck Park. Mr. Silent founded Elysian Park and fathered the park movement generally. Mr. Griffith gave Griffith Park and Miss A. Barnsdall gave Barnsdall Park (Olive Hill) to the city.

"That year (1922) saw the maiden trip of the City of Los Angeles to Honolulu."

can be made about it, the opinion may be ventured that the ask-price for property doubled.

Almost simultaneously with the unprecedented increase in population, the great building activity, and the boom in real estate, came the discovery and feverish development of new oil fields in the vicinity of Los Angeles. This contributed largely to speculative activity both in land and investments.

"Almost simultaneously with the great building activity and the boom in real estate, came the discovery and feverish development of new oil fields in the vicinity of Los Angeles."

The Friday Morning Club completed this clubhouse on site of former building in 1924.

This great business expansion reached its greatest intensity during 1923. By the end of the year bankers and the more conservative business men had begun to feel that the peak had been reached, that there were certain elements of inflation in the situation and that a need for proceeding cautiously was apparent. The banks began to scrutinize carefully the objects of loans and thoughtful business men generally began to guard against over-extension.

The result of all this was that, when the epidemic of hoof and mouth disease among livestock and the light rainfall of 1924 depressed business somewhat and hastened the anticipated termination of the real estate boom, there was not even a

The new Ebell Clubhouse on Wilshire Boulevard, opened October 1, 1928.

suggestion of the blight which followed the boom of the eighties. In the first place, there was no collapse. In fact, there was practically no decline in values. The intense activity in sales came to an end in the spring of 1924, but from then on there was a quiet but steady flow of business, including the opening of a considerable number of new subdivisions and the making of a fairly constant number of transfers month by month. Bank deposits even showed an increase. Their total on December 31, 1924, was $938,000,000, compared to $842,900,000 on December 31, 1923. Bank clearings, the most generally accepted index of general business conditions, likewise show an increase over the same period. Clearings of 1924 were $7,190,000,000 as compared with $7,024,000,000 for 1923. A falling off in lumber imports only decreased the total commerce of Los Angeles Harbor from $640,800,000 in 1923 to $609,700,000 in 1924. From the close of the spectacular year of 1923 to-date business generally has had a healthy, normal activity and growth. The fact that this city has survived a boom with no bad after-effects and has regularly attained a total in bank deposits, clearings, retail trade and Harbor commerce in excess of 1923, speaks volumes for the inherent strength and soundness of the economic foundation of Los Angeles and Southern California.

Although the realtors and the builders held the limelight during 1923, other events, related and unrelated, took place. Hamburgers, who had pioneered at Eighth and Broadway back in 1908, after a quarter of a century and more up on North Main and Spring Streets, sold their immense store to the May Company. Their old-time competitor, Arthur Letts of the Broadway Department Store, died after a brief illness. The Motion Picture and Monroe Centennial Exposition was held at Exposition Park. A picture star parade, in connection, brought out the largest crowd since Armistice Day and stopped all traffic. The first German ship since 1914 entered the Harbor. General Goethals came to confer on Boulder Dam and General Pershing addressed a public gathering. The Methodists, after years at Sixth and Hill Streets, opened a million-dollar church at Eighth and Hope. Warren G. Harding, scheduled to speak at the Hollywood Bowl, was fatally stricken in San Francisco. A few days later a vast assembly at Pershing Square honored the memory of the departed President. On September 10, many thousands traveled to San Diego and Catalina to witness the total eclipse of the sun. A heavy fog ruined the visibility for astronomers who had come from all over the world to study the phenomenon. William Jennings Bryan spent the summer here. The General Federation of Woman's Clubs convened at the Biltmore. Three hundred thousand dollars and a half million dollars were raised for Japanese earthquake sufferers and starving German children, respectively. Dollar Line 'round-the-world passenger and freight service was inaugurated.

Nineteen-twenty-four saw a new city charter adopted, completely reorganizing the government on a more businesslike basis. The Santa Fe was granted a right-of-way to the Harbor after a wait of 40 years. Campo-de-Cahuenga, marking the place of Pico's surrender to Fremont, was dedicated. A chorus of 1,000 sang a requiem for Woodrow Wilson at the Hollywood Bowl. Work was started on the mammoth new Hall of Justice at the Civic Center. The Los Angeles Opera Association was formed. 'Round-the-World Flyers left March 17, returning to Clover Field on September 24th after 350 flying hours under command of Lieut. Lowell Smith. They were showered with gold and honors. The University of Southern California conferred an honorary degree on Henry E. Huntington on the forty-fourth anniversary of its founding. The Aqueduct was bombed but quickly repaired. Engineers declared the drought emphasized the need of going to the Colorado River for future Los Angeles water supply. Gene Stratton Porter was killed in an auto accident and Peter Clark McFarlane committed suicide. Mulholland Highway, a triumph in engineering, winding along the summit of the Santa Monica Mountains from Griffith Park, was opened to the public. The World War memorial statue was unveiled in Pershing Square with Judge Benjamin F. Bledsoe as speaker. Los Angeles Harbor was made the base for 200 warships of the Pacific Fleet in winter maneuvers.

All of these knew Los Angeles when Pio Pico was yet a familiar figure on the streets and men rode to their offices in horse cars.

Los Angeles has long since passed the stage where it is necessary for the "loc
The list might be continued indefinitely.

ewhere to "make good." These made good here, the city of their birth.
ecluding many brothers of men shown.

Some of the city's adopted sons. Several were born in the vicinity of Los Angeles; all have been here since they wore knee-pants.

The Subway Terminal Building

Starting a Subway System

EARLY in the present century, E. P. Clark and M. H. Sherman, pioneer electric railroad builders who had replaced the city's horse and cable cars with trolley cars and who built the magnificent 500-mile system of interurban lines to the Santa Monica Bay region, visioned the Los Angeles of Today and began to think then in terms of traffic congestion and ways to relieve it. Acting to make the dream a reality, they secured the right-of-way for a subway that would take the beach cars off of Hill and West Sixteenth Streets and drew up and published plans for a large office terminal building. A large frontage on Hill Street between Fourth and Fifth was purchased as a site for the latter.

In 1905 E. H. Harriman purchased a half interest in the Los Angeles Pacific, the Clark-Sherman interurban system. Mr. Harriman promised to cooperate in building the subway, but he died before being able to. Later the Southern Pacific came into complete possession of the Los Angeles Pacific and consolidated it with the Pacific Electric. This process occasioned a long delay.

In the meantime the traffic problem predicted by Clark and Sherman developed. It was felt, however, that the congestion to the northwest must be relieved first, and one January morning in 1925, following a conference between D. W. Pontius, Vice-President and General Manager of the Pacific Electric Railway, and J. F. Sartori, President of the Subway Terminal Corporation, came an announcement of historic importance. These two informed the public that before another year all the Hollywood, Glendale and San Fernando Valley cars would be running out through a $3,500,000 subway and that its terminus would be the basement of a $4,000,000 height-limit office building, to be known as the Subway Terminal Building.

Mr. Pontius was quoted as saying that 50,000 people would make daily use of the Subway Terminal and that no more important factor could come to increase the growth of Hollywood, Glendale and the whole San Fernando Valley than the rapid transit that the subway would bring.

Mr. Sartori was quoted as follows: "The Subway Terminal Building means stabilization of the present central business district. The status of that district has remained uncertain because of the tremendous growth of the city, unrestrained in its business zones at least, by any definite plan of development. Experience in large Eastern cities has proven that nothing is more damaging than a constantly shifting business center. The vote for the Civic Center last year, together with the location

In 1925 work was started to make a reality of Harriman's dream of a subway and a Subway Terminal Building.

of the city's first subway terminal on Hill Street, will have a wholesome tendency to keep Los Angeles' main business district centralized as it should be. These factors will act for Los Angeles much as the Loop elevated lines have for Chicago."

Like the Biltmore, the erection of the Subway Terminal Building was in many respects a community project. Many of the same men bought stock in the enterprise. The officers of the corporation besides Mr. Sartori as President, were E. P. Clark and F. W. Flint, Jr., Vice-Presidents, and James R. Martin, of Biltmore construction fame, Secretary-Treasurer. These men, with Harry Chandler, M. J. Connell, George A. Hart, Irving H. Hellman, James E. Shelton, John Luckenbach, F. W. Kellogg, S. F. McFarlane, Stuart O'Melveny, James R. Page, D. W. Pontius, Howard J. Schroeder, W. R. Hervey and A. B. Ruddock composed the Board of Directors.

Shortly after the announcement of the Subway Terminal Building, the Chamber of Commerce moved into its fine new building at Twelfth and Broadway, after 20 years near First and Broadway. Congress appropriated $6,500,000 for Los Angeles-

Opening the cornerstone of the old Chamber of Commerce Building just prior to laying cornerstone of present building, showing former Presidents Pridham, Weaver and Lacy, and Secretary Wiggins.

Long Beach Harbor, to be available when certain conditions were met. Tourists began coming in at the rate of 3000 to 4000 daily. Cryer again assumed the mayoralty. During the first week in June, came a rain that dampened the visiting Shriners, here on national convention, much to local chagrin. Continued hostilities in Owens Valley caused the Aqueduct to be heavily guarded. Vice-President Dawes at the Biltmore pled for reform in Senate rules. "Death Valley Scotty," who, with mysterious funds some 20 years before had chartered a special Santa Fe train in a dash to Chicago, showed up on the streets again with the same black sateen shirt and red necktie. Obregon came up from Mexico City for a visit.

MAX MEYBERG W. A. CLARK W. E. HUGHES

Three noted founders. Mr. Meyberg founded La Fiesta de Flores. Mr. Clark founded the Los Angeles-Salt Lake Division of the Union Pacific R. R., and Mr. Hughes founded the Chamber of Commerce.

Looking down Broadway from above Temple, 1928, showing new Hall of Justice at left. Compare with picture on page 52, taken from same spot.

A. B. A. Finds a Billion Dollar Banking City

AFTER treating the Shriners to an unseasonable rain during their convention of 1925, Los Angeles nearly roasted the American Bankers Association with the hottest weather of the year when it assembled here for its fifty-second annual convention in October, 1926. An elaborate program of entertainment helped the visiting bankers to forget the temperature. For the third time in 16 years Los Angeles extended a cordial and heartfelt welcome to the bankers of the nation. They had been here previously in 1910 and 1921. Those who had attended those conventions as well, marveled at the changes that had come to Los Angeles. Bank deposits during the 1921 convention stood at half a billion. The 1926 convention found them well over a billion. Bank clearings in 1921 totaled $4,200,000,000. At the end of 1926 they totaled $8,900,000,000. Assessed valuation in 1921 stood at $828,695,000. In 1926 it was twice that. Postal receipts, building permit valuations, the value of manufactured products, and the number of manufacturing plants had all doubled over the same period. Even more striking were the increases shown by the statistics of commerce. The value of all commerce, import, export, coastwise and inter-coastal through the Harbor jumped from $188,000,000 in 1921 to $878,600,000 in 1926.

Those who had attended the 1910 convention but not the 1921 convention found little in the business section south of Fifth Street which looked familiar to them. The Fifth Street side of Pershing Square was the only one of the four sides which appeared then as it did in 1910, or as a matter of fact, in 1921. The Biltmore site was occupied by a newsboys' playground, some nondescript apartment houses and a frame church as late as the latter convention year.

When the 1910 delegates went to the Harbor to board the Catalina boats they found quite as remarkable a change. Between 1910 and 1921 Los Angeles increased its Harbor investment from $350,000 to $7,500,000. From 1921 to 1926 it had increased that investment to $22,600,000. Thus between the three convention years a really great seaport had been developed. Commerce had increased to a point

President-elect Hoover (in front of flag on launch) left for his South American tour from Los Angeles Harbor.

where Los Angeles was in fact the second ocean port in the United States based on the tonnage handled, being surpassed only by New York. For the first ten years

Just as Los Angeles Harbor was the starting point of President-elect Hoover's South American trip, so was it the starting point of Commander Byrd's present polar expedition. Here is his ship, the S. S. Larsen, ready to sail.

When the Examiner was founded in 1903 this is the way Broadway south from Fifth Street appeared. Original Examiner building at right.

following the completion of the Panama Canal, total tonnage had increased 1180 per cent.

The whole growth of Los Angeles from its first American Bankers Association convention in 1910 to its last in 1926, is epitomized in the following summary of increases: population 235%; postal receipts, 457%; assessed valuation, 510%; building permit valuation, 606%; bank deposits, 777%; bank clearings, 879%.

The year of the bankers conclave was made notable also by the completion of the Public Library Building, by the opening of the new Shrine Auditorium with a seating capacity of 7,000, taking the place of the old frame structure destroyed by fire; the completion of Patriotic Hall, a veteran memorial, costing $1,000,000 and the Olympic Auditorium, seating 12,000; the inauguration of airmail service, the opening of the Macy Street Bridge, the unveiling of a statue to Lincoln in Lincoln Park, the staging of a Pageant of Liberty on a gigantic scale in the Coliseum on July 4 by the 233 Club and the motion picture industry, the visit of the Crown

Looking down Broadway from Fifth, 1928. Compare with picture opposite.

Prince and Princess of Sweden, the presentation by Miss Aline Barnsdall of her picturesque Roman villa and several acres of Olive Hill as an art center and park, the honoring of the memory of Jedediah Smith on the 100th anniversary of his arrival in California, the completion of the great Sears-Roebuck building on East Ninth Street.

Since that time scarcely a day has gone by without some event of almost historic interest transpiring. The "Miracle" was staged with Lady Diana Manners taking the part of the Madona. The Board of Supervisors started another million dollar highway program. The United Artists Theatre, costing $3,500,000, was completed. The new First Baptist Church building, costing $1,250,000, was opened, likewise the magnificent new Ebell Clubhouse on Wilshire Boulevard. During the year 1927 ground was broken for the Goodrich and Firestone rubber plants to employ thousands and with the Goodyear and Sampson plants to make Los Angeles the

Broadway was not even cut through when the Examiner began building in 1912 on the site of the old Childs' home place and orchard.

Akron of the West. A throng of 200,000 greeted Colonel Lindbergh and his "Spirit of St. Louis". The St. Vincents Hospital moved into its magnificent new building; regular air passenger service was opened to San Diego and San Francisco, the Botanical Gardens in Westwood received the largest shipment of live plants ever sent out by the United States Plant Bureau; the new campus of the University of

S. S. Missourian, first boat to dock at Los Angeles Harbor after passing through Panama Canal. Picture taken August 28, 1914, day of arrival.

"The year (1925) was made notable also by the completion of the Public Library Building."

California in Los Angeles rapidly took shape with the erection of principal buildings at Westwood and the sites for Loyola University and Los Angeles University in the Del Rey Hills were dedicated.

Rapid increase in the number of students attending the University of California

When Hamburgers (the May Co.) built at Eighth and Broadway in 1908 it had that neighborhood to itself.

E. A. Dickson Mrs. J. F. Sartori Dr. John R. Haynes Geo. I. Cochran

Southern California members of the Board of Regents of the University of California. Their efforts to have a complete State University in Los Angeles are being crowned with success.

in Los Angeles had made the Vermont Avenue quarters entirely inadequate by 1924. It became apparent that a new campus would have to be selected. A committee of seventeen Southern California men was appointed to investigate and report on a site. After giving careful consideration to more than fourteen different proposals the committee recommended the Westwood location in Beverly Hills where the University buildings are now in course of construction. The Regents voted to accept the site provided that it came as a gift to the State of California. It became necessary to raise more than a million dollars in order to purchase this acreage. In the municipal elections of 1925, Los Angeles voted a bond issue of $700,000, Santa Monica voted $120,000, Beverly Hills voted $100,000 and Venice voted $50,000 for this purpose. The action of these municipalities made it possible for the Westwood site to be presented to the University. Inasmuch as more than eighty percent of the student body is drawn from the city it is believed that no better location could have been selected for a University which, in time, will have an enrollment equaling that at Berkeley.

March 13, 1928 was made tragically memorable by the breaking of the St. Francis Dam, holding back the waters in one of the great storage reservoirs of the Aqueduct, and located in the San Francisquito Canyon. Coming in the night, without warning, hundreds of lives were lost, and the destruction of property—including costly power plants—mounted into the millions. Quick to respond, the public, through the Red Cross, the State, County and City officials, and by personal work, rushed food, supplies, machinery and funds to the stricken district. Energetic and marvelously systematic work of rehabilitation was inaugurated and proceeded on a vast scale. The work is now well in hand, but—together with the adjustment of claims, it still goes on.

"The new campus of the University of California at Los Angeles in Westwood rapidly took shape with the erection of principal buildings."

No small part of the progress of Los Angeles can be credited to its womanhood. This page pictures some of the noted past and present leaders in the civic, philanthropic and club activities of Los Angeles and vicinity.

"President Coolidge at the White House touched a button . . . . . "

A New City Hall Where the Alcaldes Ruled

APRIL 26, 1928, was a day of thrills. On that date was thrown open the new City Hall, a great white building towering 28 stories, and casting its shadow upon the historic spot where a century and a half before came a ragged and footsore procession, grubbed out standing room in the tangle of sage and cactus, and christened the spot "Queen of the Angels." Past the impressive granite entrance rolled hour after hour a mighty host. There were National and State troops, cadet bodies from neighboring cities, marines, and bronzed and swaggering sailors, ex-soldiers and veteran organizations. Mounted and afoot, and on gorgeous floats, came groups of foreign-born, in gay and picturesque native costumes. The police and firemen made a tremendous showing, as did the departments of public parks, schools and libraries, water, power and harbor, the street and sanitary forces, those of the engineering and accounting departments—employees by the thousands. There was stirring music by

HUGH GIBSON C. D. WILBUR W. G. MCADOO M. W. WILLEBRANDT H. M. ROBINSON

Los Angeles names which are notable in the fields of diplomacy and politics.

The last stand of the historic Temple Block. As the steel frame of the new City Hall neared completion the proud old building, once dominant in the business and professional life of the city, was razed.

bands and bands without number. Hour after hour the public stood rooted, amazed at the vastness of its own machinery of service and government.

From the broad steps of the great building Mayor Rolph of San Francisco—like the good neighbor that he is, spoke with eloquence and feeling. President Coolidge, at the White House, touched a button that set aglow the Lindbergh Beacon, perched aloft at the tip of the beautiful white tower, and on into the brilliant night the gay festivities roared.

Los Angeles was opening one of the nation's most beautiful and modern public buildings, on a site hallowed by a century and a half of historical association. The "city without a past," that "has no memories, because it has nothing to remember," was establishing anew its "capitol" on ground where it had governed itself in the days of the alcaldes and the ayuntamientos. Here it could commune with its Fathers while looking with Anglo-Saxon eyes into the future. This was possible, for does not

The Chinatown that was. Even "John Chinaman," himself, has become Americanized.

the old Spanish proverb say that "the walls have ears"? Who knows but that from out a romantic past, the winds may carry to the great white tower the strum of guitars and the click of castanets at the Governor's fandango; the creaking of Don Juan Temple's ox carts; the vengeful shouts of Pico's Vigilantes; the cheers of Hancock's Boys in Blue; the song of paisanos laboring in Pryor's orange groves; the laughter of children and the hum of bees under Vignes' arbors? Do not the shades of all these mingle in the very shadow of the new yet ancient seat of City Government? Quien Sabe?

International Newsreel Photo.

After President Coolidge had signed the Boulder Dam Bill Dec. 21, 1928, he presented signature pens to Senator Hiram Johnson and Representative Phil Swing. Left to right, Elwood Mead, Chief of the Reclamation Service; Rep. Swing, the President, Senator Johnson, Rep. A. T. Smith of Idaho and W. B. Mathews, special counsel Department of Water and Power.

Coolidge Signs the Boulder Dam Bill

THE President of the United States entered the room, seated himself at his desk and wrote "Calvin Coolidge" at the foot of the paper, using three pens. With the group of notables present he then stepped out-of-doors and to the clicking of cameras gave away the pens as souvenirs. The recipients were Senator Hiram Johnson, Representative Phil D. Swing, and George G. Young, publisher of the Los Angeles *Examiner*.

For Los Angeles it was the greatest moment since President McKinley had signed the Harbor Breakwater Bill thirty-one years before. Perhaps it was the greatest moment in all the history of the city. Those writing a quarter or half a century from now can better place December 21, 1928, in the historical calendar than we can today. Suffice it to say that the Security Bank's history of Los Angeles would not be complete without a review of what had transpired before the President gladdened the last Yuletide by his approval of the Boulder Dam Bill.

Not a waking moment since Congress had taken under consideration in 1922 the report of the United States Reclamation Service pertaining to the problems of the lower Colorado River, and it had become known as Senate Document No. 142, not a waking moment during that dragging six years but had been devoted by Los Angeles civic and commercial bodies, its city government and its representatives in Congress to furthering the idea of a huge dam in Boulder Canyon with which to regulate the floods of the Colorado River, to store water for the use of all Southern California and to develop stupendous electric power.

We can all bear witness that it was a long, hard fight in which terrific opposition was met at every turn. The friends of the Dam, led by Johnson and Swing,

Colorado River personalities: Mr. Hoover presided over Santa Fe Compact meeting. Mr. Mulholland surveyed Los Angeles-Colorado River Aqueduct. Mr. Hearst and Mr. Young gave Boulder Dam Bill especially strong editorial support. Mr. Eastman represented Chamber of Commerce at Washington. Mr. Work as Secretary of the Interior supported the Bill. Mr. Flint as President of the National Boulder Dam Association and Mr. Criswell as official representative of City spent much time at Washington.

battled their way inch by inch and suffered bitter defeat after defeat. But now the three pens of the President had done their work and, while the ink was still wet, the wires waxed hot and the air throbbed with the good news broadcast to the four corners of the land.

Since the year 1540, at which time Captain Hernando Alarcon, on his way in search of the fabled Seven Cities of Cibola, attempted a passage around the north end of the "Isle of California," as the old Spanish map had it, and cast three rusty anchors in the silt-laden mouth of the Colorado River, that mighty stream has intrigued the venturing explorers of the world. Alarcon could not sail his Spanish galleons against the turgid current, so he pushed on up the river in small craft, and rowed as far perhaps as the present location of Needles. He never reached the Seven Cities of Cibola, with their golden castles and their gem-studded boulevards.

It remained for stout-hearted Father Francisco Garces—some two hundred years later, when he saw the great racing flood of red waters, to give it the name, "El Rio Colorado." We read that during the three hundred years following, the romance of discovery, conquest and adventure moved upon the waters of the untamed river. "Swashbuckling conquistadores, brown-robed padres, hardy, sharp-eyed explorers, lean, sun-tanned trappers, daring, quick-shooting adventurers,—following closely in each other's footsteps, they tramped up and down the banks of the Colorado."

Then with the Gold Rush of 1849, came the necessity of crossing the treacherous stream. One William Manly, a bull-whacker, with six others of his kind, attempted to float down the upper reaches in a hand-made flat boat. It was wrecked at the first canyon. They pluckily proceeded in log dugouts. But, being warned by Indians of far worse trouble ahead, they quit the river before getting into the deeper

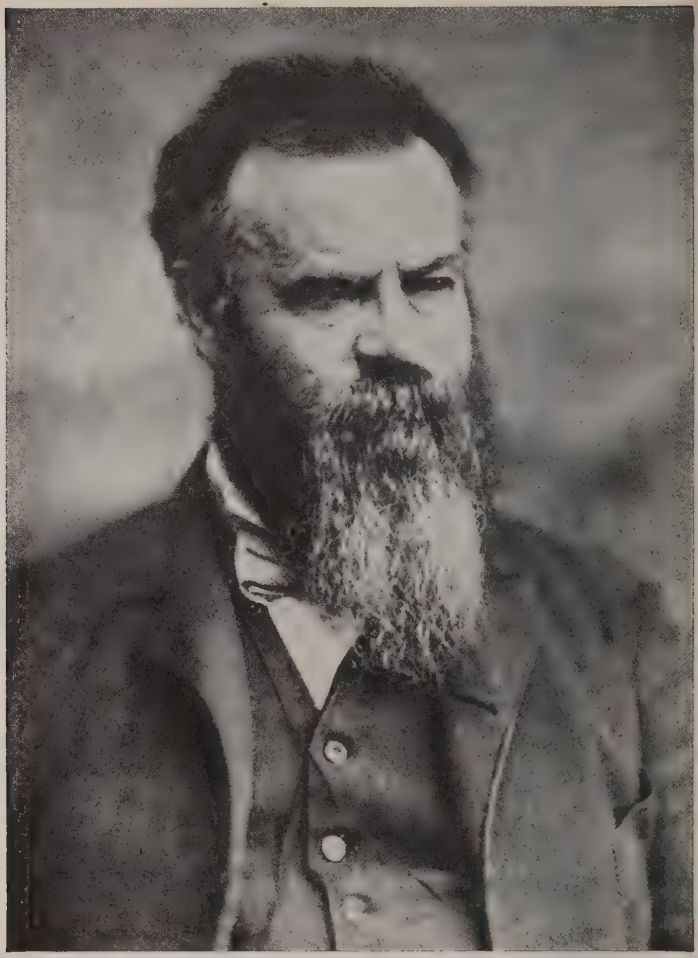
Colorado River personalities: Senator Ashurst led a successful opposition to Boulder Dam for many years. Mayor Cryer and Mr. Hall led the city administration forces for the Bill. Mr. Rockwood conceived the Imperial Valley project in the eighties. Mr. Bacon is Chairman of the California Colorado River Commission. Mr. Scattergood's testimony as Chief Electrical Engineer of the Los Angeles Bureau of Power and Light before Congressional committees was invaluable. Mr. Roosevelt and Mr. Lane were early advocates of control of the Colorado River.

canyons. Doubtless it was just as well, as they had thought the river would take them directly to the Pacific.

But in the year 1869 a successful trip was made from the head of the Green River, down the Colorado, through Glen, Grand and Boulder Canyons, by Major John W. Powell, a man who had left an arm at Shiloh. With a small party of technical experts, he made a survey of the river, its canyons, its tributaries and its landmarks, that was accepted by the Government, and stands to this day. A nephew, Arthur Powell Davis, a former Director of the United States Reclamation Service, completed this survey fifty years later, and told the world of the river's possibilities for the supplying of vast quantities of water, and the development of stupendous electrical power. The legislation which President Coolidge's signature made a law was based upon Davis' report.

The Colorado River, the third largest in the nation, "is one of the most terrifying forces for wholesale destruction in the United States and yet the richest undeveloped resource of the Great Southwest." Born of the snow-capped Rocky Mountains, 1700 miles to the north, it empties its silt-laden waters into the Gulf of California. For a part of the way this silt has built up the bed of the river, until it actually flows along the crest of a ridge higher than the surrounding country. As may be readily seen, in time of floods this creates a menace to the Imperial Valley—the winter garden of the United States, a frightful menace to its sixty thousand people, and its untold millions in property values.

To control the flow and to do away with its perpetual threat to Imperial; to supply water for irrigating through an All-American canal; to furnish water for domestic and industrial use to a vast and waiting Southland; and for the generation



Major John W. Powell, who made the first extended survey of the Colorado River in 1869 and the first successful voyage through the Grand Canyon, was the first American with the vision to see the tremendous national importance of that great stream.

of a million horse-power of electrical energy, the building of the Boulder Dam was planned. A great reservoir will be created, its larger arm extending up-stream for more than eighty miles, having a greater capacity than all the reservoirs in the United States combined, a capacity, in fact, of 26,000,000 acre feet. At one point it will be thirty miles from cliff to cliff.

To the end that cities generally throughout Southern California may participate in the waters of the Colorado, the State Legislature at its last session adopted a measure known as the Metropolitan Water District Act. The Los Angeles Water Bureau had previously surveyed the route for a great aqueduct 260 miles in length,

Father Francisco Garces, who named the Colorado River. He was a "shining and dominant figure among those brave-hearted padres who worked among the Indians in the territory discovered and claimed by swashbuckling conquistadores."

capable of delivering one billion gallons daily to the cities, sufficient for the domestic and industrial needs of 7,500,000 people. It is planned that the Colorado Aqueduct shall be financed by the communities themselves, and two bond issues have been voted by the taxpayers of Los Angeles to cover the cost of the survey and preliminary construction.

The plan of financing the building of Boulder Dam, the power plant and the new Imperial Valley irrigating canal provides that the proceeds from the sale of power and the assessments upon lands irrigated, shall be used to reimburse the United States government. All in all this stupendous undertaking, costing the country not a penny, is calculated by the world's best engineers to add twelve billion dollars to the wealth

ceedings and of any compact or agreement entered into.

(b) No such compact or agreement shall be binding or obligatory upon any of such States unless and until it has been approved by the legislature of each of such States and by the Congress of the United States.

Sec. 20. Nothing in this Act shall be construed as a denial or recognition of any rights, if any, in Mexico to the use of the waters of the Colorado River system.

Sec. 21. That the short title of this Act shall be "Boulder Canyon Project Act."

Nicholas Longworth

Speaker of the House of Representatives

Charles G. Dawes

Vice President of the United States and President of the Senate.

Approved, December 21, 1928.

Calvin Coolidge.

Three history-making signatures for Los Angeles, Southern California and the Southwest.

of the Southwest. It opens wide the door to an era of industrial expansion and commercial prosperity in the Southwest without a parallel in the history of this section of the nation. Detailed studies by eminent engineering authorities indicate that the water and hydro-electric resources available from the Boulder Dam project can be expected to more than double the total agricultural and industrial resources of the Southwest by the time the power has been put to beneficial use. It means the devel-

Photo courtesy Las Vegas Post, American Legion

The day following the signing of the Boulder Dam Bill, Las Vegas inhabitants led by the Post of the American Legion went to the proposed reservoir site and offered up a prayer of thanksgiving.

Arthur Powell Davis, former Director of the United States Reclamation Service whose survey in 1922 "revealed the vital necessity and feasibility of constructing a flood control and water storage dam at Boulder Canyon."

opment in this region of one of the world's greatest civilizations. It means that a century from now Los Angeles will still be "the newest city in the world."

Bearing all this in mind, we may well imagine there was a singing in the ears of the President and the little group of notables, as they watched the drying of the ink on the signature at the foot of the paper.

[FINIS]

Head Office of the Security Trust & Savings Bank, Fifth and Spring Streets, Los Angeles, California.

A Brief History of the Security Bank

By J. R. Douglas
Assistant Vice President

THE SECURITY BANK has not always been a great bank, just as Los Angeles has not always been a great city. The beginnings of both were small. During the 40 years of the Bank's existence, both city and bank have grown remarkably.

The beginning of the Security Trust & Savings Bank really occurred in 1888, when J. F. Sartori and a half-dozen associates on May 25 formed the Los Angeles Loan & Trust Company to lend money and negotiate loans for others. It was not, therefore, a bank of deposit. A small amount of paid-in capital was obtained and the company opened for business. It had operated only a few months, however, when it was decided that the concern should be broadened into a full-fledged bank of deposit, and that this bank of deposit should be a savings bank.

Additional capital was associated with the venture and articles of incorporation, naming the institution Security Savings Bank & Trust Company, were drawn up. The amount of capital stock was set at $200,000. The original articles were filed January 11, 1889, but the bank actually opened its doors on February 11, 1889 with a paid-in capital in hand of only $29,000. At a meeting of the Board of Directors of eleven members on January 19, F. N. Myers was elected President, S. A. Fleming, Vice-President, and J. F. Sartori, Cashier. The Bank opened in rented quarters at 148 South Main Street, consisting of one room 18 feet wide with a double door and a front window. Four accounts were opened the first day, with deposits totaling $1,365.

The Security Savings Bank & Trust Company prospered from the first. On December 31, 1889, less than one year after opening for business, it was able to show total deposits of $154,007, paid-in capital of $68,000, surplus and undivided profits of $9,279, and total resources of $231,386. On this date. the first dividend was paid and since then the regular payment of dividends to stockholders has never been interrupted.

On January 8, 1895, J. F. Sartori was elected President of the Bank. For 34 years there has been no other occupant of the office. M. S. Hellman, who had

JOSEPH FRANCIS SARTORI
President and Founder of the Security Trust & Savings Bank of Los Angeles.

previously been Vice-President, was continued in that office and W. D. Longyear became Cashier and Secretary. Under this new administration the institution began what has been a steady and solid growth as one of the important financial institutions of the state and country.

The first important action of the new regime was taken in the direction of changing the name of the institution, which became on January 14, 1896, the Security Savings Bank and continued to operate under this name for 16 years. About the same time, the Bank was moved to the northeast corner of Main and Second Streets,

If the porter were shown, the entire staff of the Security Bank in 1895 would be pictured here. Left to right: M. S. Hellman, Vice-President; T. Q. Hall, Bookkeeper; J. F. Sartori, President; J. W. Phelps, Teller, and W. D. Longyear, Cashier.

which provided larger quarters and the advantage of a corner location. Here it continued to do business for eight years until another removal became necessary on account of expanding business and the trend of the city's growth.

The Security Bank has grown not only through the development of new business, but also through judicious mergers which have been made from time to time with other sound institutions. The first of these occurred on January 11, 1904, with the Main Street Savings Bank. Another consolidation took place on January 10, 1905, when the Los Angeles Savings Bank was merged with the Security. On December 10, 1907, the Security Bank purchased the assets of the Southern California Savings Bank.

Meantime, on August 24, 1904, the Bank left Main Street and located in the banking room of the H. W. Hellman Building at the northeast corner of Fourth and Spring Streets. However, only a little over three years later, due to the necessity of finding larger accommodations, the Bank moved again to magnificent new quarters at Fifth and Spring Streets, which it still occupies as the Savings Department of its Head Office. The removal took place on December 14, 1907.

On January 15, 1912, consolidation with the Equitable Savings Bank took place. This constituted another of the many milestones in the Bank's history, as it occasioned the institution's first venture in branch banking, although at the time there was probably no thought of the remarkable branch expansion which was to begin in another eight years. The well-equipped establishment at First and Spring Streets was performing a vital service for its vicinity, and every considera-

W. H. SHORES

who died in 1922 after 33 years of faithful service with the Security, was the bank's first employee.

The "Old Guard" of the Security Bank. Left to right: T. Q. Hall, Vice-President and Treasurer; J. F. Sartori, President; M. S. Hellman, Vice-President, and W. D. Longyear, Vice-President. These four served together at the Security's first location, 148 S. Main St.

tion pointed to the desirability of its continuance there. The establishment of the Equitable Branch received final official approval January 8, 1912.

Changes in both name and functions occurred about this time. Change of the name of the institution to Security Trust & Savings Bank officially took place on January 13, 1912, in view, and because of, the reorganization of the formal functions to include all three primary departments—savings, commercial and trust—as authorized by the new California Bank Act.

Two further mergers occurred soon afterwards. On February 12, 1912, the Southern Trust Company joined with the Security Bank and on May 13, 1913, the latter purchased the Central National Bank, which thereupon became the Security National Bank. The Security National Bank was conducted as a separate institution until May 15, 1920. At first the Security National Bank was continued where the Central National Bank had been located, at the corner of Fourth and Broadway, but later the Security National Bank Building, which now houses the Commercial Department of the Head Office, was erected and was occupied March 1, 1917.

On July 14, 1919, the President delivered a statement to the stockholders upon branch banking, which at once committed the Security Bank to branch expansion and at the same time laid down a conservative policy by which that expansion should take place. Two points which he emphasized were that this expansion should be deliberate and that in regard to branches established outside the city, they should be limited in number and in not too-distant localities.

It has been in close conformity with the foregoing policy that the Security system of branch banking has been developed. At this time the Bank had only one branch. In the nine and one-half years which have followed, 54 other units have been established, one of which was later consolidated with another branch. In addition, there is one subsidiary bank, the Security Bank of Alhambra, formally independent, but actually owned by the stockholders of the Security Trust & Savings Bank.

Of the 55 units which have been created from time to time, 29 came into the system as the result of mergers and 26 were established *de novo*. Of the number

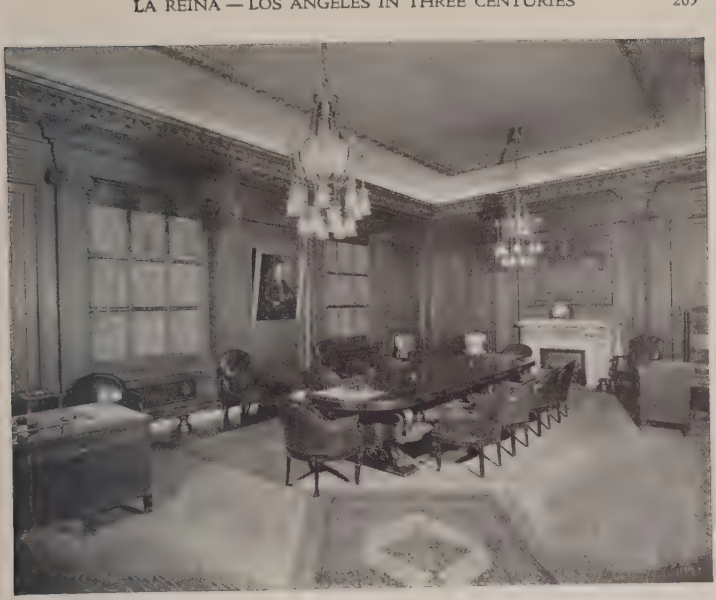
Where the Security Bank started at 148 South Main Street in 1889. Its room then was smaller than that of any of its 54 branches today.

now in operation, 38 are located within the city limits of Los Angeles and 17 are located in places outside of Los Angeles, all of them, however, within Los Angeles County except one, which is just across the county boundary in Orange County.

Of the 54 units which have been added to the Security system since the President's pronouncement of policy on July 14, 1919, one was established in 1919, one in 1920, seven in 1921, seven in 1922, eleven in 1923, thirteen in 1924, one in 1925, seven in 1926, four in 1927, and two in 1928.

The program of orderly branch development began almost immediately. On July 29, 1919, approval was given to the establishment of a branch at Seventh Street and Grand Avenue. At the same time purchase of that location and the erection of the building thereon was approved. This building was opened as the quarters of the Seventh Street Branch on December 27, 1920. Thus, while the Seventh Street Branch was conceived earlier, it did not actually come into being until after the Hollywood Branch, which resulted from a merger of the Hollywood National Bank and the Citizens Savings Bank of Hollywood, joint institutions located at the corner of Hollywood Boulevard and Cahuenga Avenue. These were opened as the Hollywood Branch on November 15, 1919. They were the first banks outside of downtown Los Angeles to be merged with the Security and were recognized to be among the strongest of the banks located in the residential section.

At the end of 1921 occurred a group of consolidations, which was the largest and most important in the history of the Bank, and which, when completed, made it a $150,000,000 institution. On September 20, 1921, approval was given to plans for merger between the Security Trust & Savings Bank and the Guaranty Trust & Savings Bank of Los Angeles, and the Long Beach Trust & Savings Bank. The Guaranty Trust & Savings Bank had had a long and honorable history, practically coincident with that of the Security Trust & Savings Bank. Founded August 21, 1890, as the German American Savings Bank, it had changed its name to German American Trust & Savings Bank on July 1, 1912, and again on April 23, 1917, to Guaranty Trust & Savings Bank. It included among its customers and depositors many of the most substantial old-time residents of Los Angeles. At the time of



Directors Room, Head Office, Security Trust & Savings Bank. Here much civic as well as bank history has been made.

merger it occupied extensive quarters at Seventh and Spring Streets, and subsequent thereto these were continued as the location of the Guaranty Office.

The Long Beach Trust & Savings Bank likewise had had a long existence and stood pre-eminently as the leading banking institution of the ocean city. Organized January 1, 1896, as the Bank of Long Beach, it had attained through various changes in name and by merger on February 26, 1921, with the National Bank of Long Beach, to a size exceeding $10,000,000 in resources, with a head office and two branches, one at American Avenue and Anaheim Street and the other at Fourth Street and Cherry Avenue, Long Beach.

In addition to the Guaranty Trust & Savings Bank proper, three other units were involved in the Guaranty merger. While the merger negotiations were in progress, the National Bank & Trust Company of Pasadena had been merged with the Guaranty Bank on October 11, 1921. Similarly, the First National Bank of Huntington Beach had been purchased by the Guaranty and established as a branch on September 21, 1921. In addition, the Guaranty had since December 16, 1918, been operating a unit at San Pedro known as the Harbor Branch. All units incorporated by the big merger of 1921 were retained in the Security system. While the formal agreements of merger bear the date of September 28, 1921, actual consummation did not take place until December 3, 1921.

Since the big merger of 1921, 21 other banks have been taken into the Security organization, to be continued as branches. When two banks in a city were merged, these were in every case continued as one branch. Following is the list: the First National and the First Savings Bank of Glendale, the South Pasadena Savings Bank and the First National Bank of South Pasadena, the Highland Park Bank and the Eagle Rock Bank, all on August 8, 1922; the Santa Monica Savings Bank, the First National Bank of Burbank and the Burbank Savings Bank, the First National Savings Bank of Montebello and the Montebello Savings Bank, and the Bank of Lankershim, all on February 3, 1923; the Beverly State Bank of Beverly Hills and the Citizens Savings Bank of Inglewood, both on March 27, 1924, on March 27 and April

Site of the Head Office of the Security Trust & Savings Bank at Fifth and Spring Streets as it appeared in the 70's.

22, 1924, respectively, the Monrovia Savings Bank and the First National Bank of Monrovia, and on April 22, 1924, the Arlington Heights State Bank; the Citizens State Bank of Sawtelle, with two branches at Palms and Brentwood Heights, on March 25, 1926, the Farmers and Merchants Bank and the First National Bank of Compton, the former with a branch at Lynwood, on March 25 and May 5, respectively, 1926, and the Bank of Van Nuys on October 10, 1926. The Security Bank of Alhambra was established July 2, 1927.

One further development in Security Bank organization should be mentioned. For some years the Bank had operated a Bond Department for the convenience of its investing customers in purchasing high-grade securities. On May 16, 1922, the President proposed organizing the business of the Bond Department into an ancillary corporation, to be called the Security Company, a step which would be in conformity with the practice of many of the larger banks of the country. He stated that the formation and ownership of such a company would be advantageous from many standpoints. Owing to the many limitations placed upon banking corporations, it frequently happened that there were undertakings in which it would be beneficial for the Bank to engage but which were not technically within the field of activities permitted to banking corporations. These activities could be carried on through the Security Company. This proposal was ratified on December 19, 1922. The Security Company, thus organized, has grown to be an important arm of the Bank in the conduct of its investment activities. It began to function actively on March 1, 1923 with an actual capital of $451,000. From this initial capitalization, its assets have grown to $7,736,381, with $3,450,000 in paid-in capital and $4,286,381 in surplus and undivided profits, as of December 31, 1928.

The foregoing is a brief outline of the growth in the Bank's structure. A similar process in growth of volume of business has occurred during the forty years' history. As to amount of deposits, the first million dollars were achieved in 1897. In 1905, the ten million dollar mark was passed. The twenty-five million dollar level was exceeded in 1910, and the fifty million dollar level in 1917. In 1922, deposits reached $150,000,000 and in 1928 they surpassed $250,000,000. During the forty years of its existence, the authorized capital of the Bank has been increased seven times: It had been raised from the original $200,000 in 1889 to $300,000 in 1903, $500,000 in 1905, $1,000,000 in 1906, $2,000,000 in 1911, $5,000,000 in 1919, $12,500,000 in 1921 and $20,000,000 in 1927. At the end of four decades, the total resources of the Security Bank stand at $284,364,558 as compared with $231,386 at the end of 1889; total deposits amount to $263,953,391 as compared

When the excavation was made for the Security Building in 1906 the Alexandria Hotel had just been completed.

with $154,007 at the end of the first year of operation; and capital, surplus and undivided profits stand at $19,161,093, compared with $77,379 at the first year's close. Today there are over 333,000 depositors' accounts; then there were 490.

Such statistics display strikingly the growth of the Security Trust & Savings Bank from the small beginnings of forty years ago until the present time. No one knows what the future may hold, but it may safely be said that the further growth of the Bank will be closely linked, as in the past, with the further development of the community in which it was founded and has grown. Here great forces are at work which may provide a destiny for Los Angeles and Southern California greater than has yet been realized. Boulder Dam, exploitation of the back-country, trade expansion on the Pacific, commercial intercourse with Mexico, the further growth of manufacturers and continued flow of the nation's population westward, all presage a tremendous future. Facing this future with the community, the Bank is prepared for the coming years.

Quarters of the Security Company, the investment arm of the Security Trust & Savings Bank.

The staff of the Head Office shown here constitutes but a third of the 1500 employees of the Security Trust & Savings Bank. The remaining thousand are in the bank's 54 branches.

The Security Bank Thanks You

IT WOULD have been impossible for the Security Trust & Savings Bank to commemorate the fortieth anniversary of its founding by the publication of "La Reina—Los Angeles in Three Centuries," but for the generous cooperation of a number of historically-minded people of Los Angeles. The Security is especially indebted to the following for information or for the loan of treasured pictures: Arthur M. Ellis, J. Gregg Layne, Charles Yale, Dr. Perry Worden, Don J. Kinsey, Sam A. Lindauer, Mrs. A. S. C. Forbes, Sam Behrendt, Charles Puck, Miss Kate Harkness, the *Times*, the *Examiner*, the *Herald*, the *Express*, Edwin L. Lewis, W. A. Spalding, W. B. Cline, Horace Cline, C. C. Pierce, Pacific Stereopticon Co., the late Ed B. Tufts, M. H. Newmark, L. E. Behymer, John T. Gaffey, Mrs. Ella B. Home, Ralph Braddock, Stanley W. Guthrie, the Pasadena *Star-News*, Roger J. Sterrett, F. L. Washburn, H. W. O'Melveny, the late Charles F. Lummis, Max Meyberg, Charles Prudhomme, Walter S. Hertzog, Otto K. Olesen, H. C. Lichtenberger, Miss Margaret Mackey, Sam W. Little, Miss Laura Cooley, the County Museum, the Los Angeles Public Library, the California State Library, the Visual Education Department of the Public Schools.

Source material consulted included: Publications of the Historical Society of Southern California; Willard, "History of Los Angeles"; Guinn, "Historical and Biographical Record of Southern California," "Los Angeles and Environs"; Newmark, "Sixty Years in Southern California"; Forbes, "California Missions and Landmarks"; publications of the Los Angeles Pioneer Society; Bolton, "Fray Juan Crespi, Missionary-Explorer"; Bolton, "Palou's New California"; Hunt, "California and Californians"; Graves, "My Seventy Years in California"; Paxson, "History of the American Frontier"; Cleland, "A History of California, the American Period"; Sabin, "Kit Carson Days"; Warner, Hayes, Widney, "Los Angeles County Centennial History"; Smith, "Adobe Days"; McGroarty, "Los Angeles from the Mountains to the Sea"; Cross, "Banking in California"; Ramsaye, "A Million and One Nights"; Kinsey, "The River of Destiny"; the Archduke Salvator, "Los Angeles, Ein Blume aus dem Goldenen Lande"; Willard, "A History of the Los Angeles Chamber of Commerce"; "The Free Harbor Contest at Los Angeles"; Bell, "Reminiscences of a Ranger"; files of the *Times* and *Express*, *Pictorial California*, the *Land of Sunshine* and the *Out West;* Sullivan, "Our Times"; Gibson, "A Record of Twenty-five Years"; Davis and Alderson, "The True Story of Ramona."

TWO GREAT BANKS CONSOLIDATE

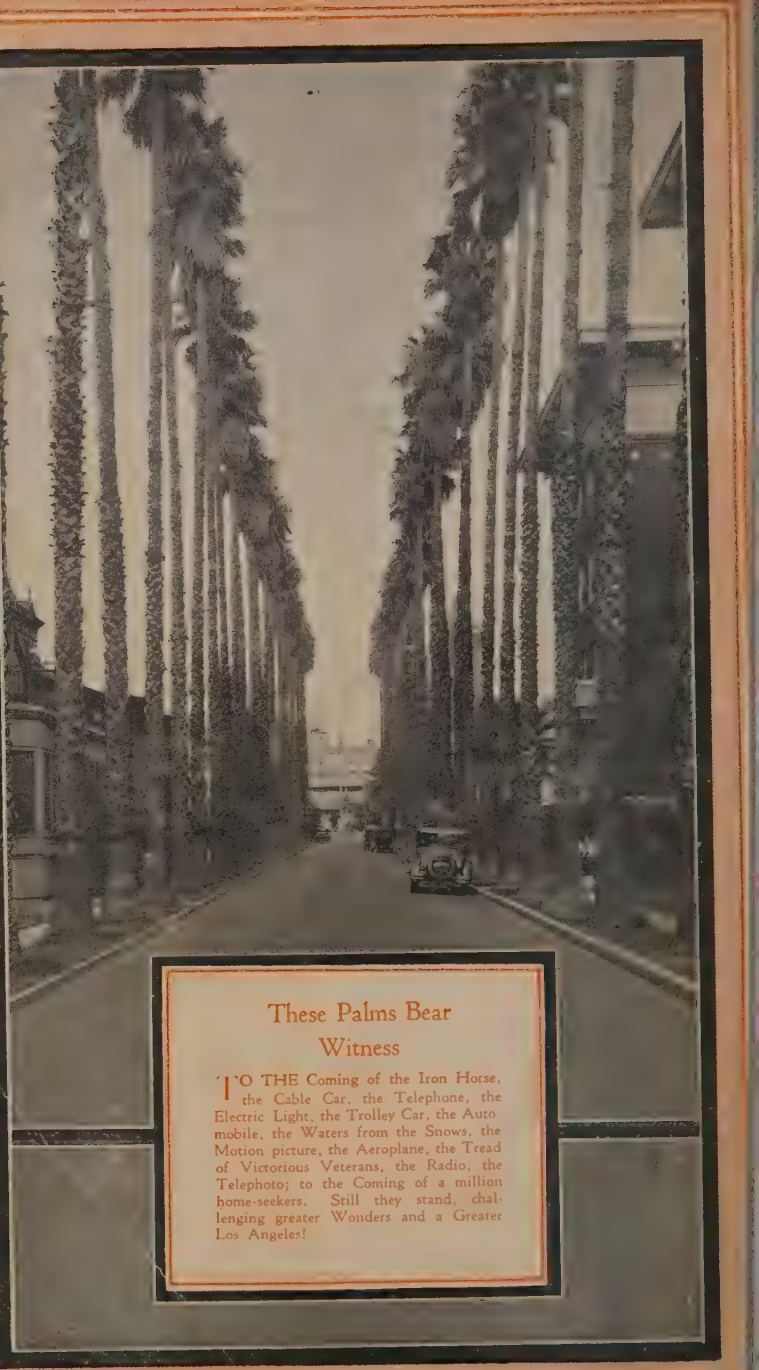
ON MARCH 14 the Stockholders of the Security Trust & Savings Bank and the Los Angeles - First National Trust & Savings Bank met at their respective institutions and formally and finally ratified the terms of a consolidation agreement between these two banks, effective at the close of business, March 30, 1929.

This consolidation brings together under national charter two of the oldest and largest banking institutions in Southern California. The beginnings of the Los Angeles - First National Trust & Savings Bank date back to 1875. The Security Bank was founded in 1889. Each bank has played a leading part in the development of Los Angeles and the Southland.

The consolidated bank takes the name, Security - First National Bank of Los Angeles. Its resources total more than $600,000,000. It has a capital of $30,000,000; surplus, $15,000,000 and undivided profits, $5,000,000. It is one of America's greatest banks.

The Security - First National Bank of Los Angeles by virtue of the consolidation is able to render a still more effective service—commercial, savings and trust—to the communities in which it will operate, from Fresno and San Luis Obispo to Imperial County. Its services extend to the most important financial centers of the world through reciprocal correspondent relationships.

Mr. J. M. Elliott is Honorary Chairman of the Board of the consolidated bank. Mr. Henry M. Robinson is Chairman, and Maurice S. Hellman is Vice Chairman. Mr. Joseph F. Sartori is President and Chairman of the Executive Committee.



These Palms Bear Witness

TO THE Coming of the Iron Horse, the Cable Car, the Telephone, the Electric Light, the Trolley Car, the Automobile, the Waters from the Snows, the Motion picture, the Aeroplane, the Tread of Victorious Veterans, the Radio, the Telephoto; to the Coming of a million home-seekers. Still they stand, challenging greater Wonders and a Greater Los Angeles!